

# THE ILLUSTRATED LONDON NEWS.



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FINE SOAPS • MATCHING BATH LUXURIES • PERFUMES

For your throat  
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PASTILLES

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In tins from  
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## Sharp's make such beautiful presents

Sharp's! Such traditionally fine toffees!

And with so many lovely tins  
to choose from, Sharp's are the perfect  
answer to present problems.

Give added delight this Christmas—  
give Sharp's all round!



# Sharp's

toffees for Christmas





# I would like just one of these marvellous presents for Christmas



## THE 'DICKENS' JUG

In beautifully ornamented pottery, with characters from Dickens modelled in relief on either side. Colourful and decorative, and containing an airtight tin of  
**50 State Express 555, 28/6**



## THE WELWYN CASKET

An elegant and stylish modern casket covered and lined with 'lizard skin' effect material, containing  
**100 State Express 555 Cigarettes 35/-**



## PRESENTATION CABINET

Styled in the traditional State Express 555 manner, this cabinet in primrose and gold contains

**150 State Express 555, 33/9**

Similar cabinets also available containing 200, 250 or 500 State Express 555 cigarettes.

Just imagine hearing one of your family saying that. It's a wonderful solution to most of your Christmas Gift problems. Give State Express 555 Cigarettes this year to friends and family alike—you can be sure they'll really be appreciated.

There's such a wide range of attractive packings—from 10/10 to 38/- that you'll be able to find a gift to please everyone. Now take the 'Dickens' Jug, for example. What an amusing and decorative piece! Its charm will certainly remain long after its contents, 50 State Express 555 cigarettes, have been smoked.

For the more formal gift, there are presentation cabinets and caskets to suit everyone's taste—and everyone's purse, too. There's a distinctive appeal, for instance, about the Welwyn Casket. Its unusual covering resembling grey lizard skin has a look of real luxury about it.

Finally, just look at those tankards! Real English pewter in hammered finish with a heavy clear glass base. For the more modest, but just as acceptable gift, there's a half-pint size (also containing 50 State Express 555 cigarettes).

These delightful presentation packings are stocked by all good tobacconists and stores. In case of difficulty, please write to The House of State Express, 210 Piccadilly, London, W.1.



## GREETINGS PACKINGS

Colourful outers with a picturesque illustration of seasonable character.

**50 State Express 555, 10/10  
100 State Express 555, 21/8**



## ENGLISH PEWTER TANKARDS

Made in Sheffield in hammered finish, with the traditional glass base, and containing an airtight tin of

**50 State Express 555 Cigarettes  
1-pint Tankard, 29/-  
1-pint Tankard, 38/-**

*I'm hoping  
that someone  
will give me...*



BY APPOINTMENT  
TO HER MAJESTY THE QUEEN  
STATE EXPRESS  
CIGARETTE MANUFACTURERS  
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# STATE EXPRESS 555

*The Best Cigarettes in the World*





*World records —  
Yours to hold*

THROUGH THE  
INTERNATIONAL  
AWARDS WON BY  
UNIVERSAL-GENEVE.

CAREFREE PRECISION MOVEMENTS  
AND SUPERLATIVE ELEGANCE MARK

*... a watch by*



"Creation" in 18 carat gold

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To Her Majesty Queen Elizabeth II  
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complement  
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HARVEYS**

*(of "Bristol Milk" fame)*

*Write now..* for Harveys famous  
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**FAMILY FARES PLAN** (until 31st March)... big savings are possible if you travel together as a family.

B.O.A.C. operates express services to U.S.A. and Canada with superb *DC-7C* airliners (fully-reclining sleeper-seats for all de Luxe passengers). Also super-luxury *Stratocruiser* "Monarch" services London-New York direct. Other de Luxe, First Class and Tourist services to Bermuda, the Bahamas and the Caribbean.

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## The Heirloom of tomorrow



The pieces illustrated —  
part of an elegant  
Waterford table service —  
are particularly fine examples  
of flat flute cutting.

**Waterford  
Glass**

WATERFORD GLASS LIMITED, WATERFORD, IRELAND  
Distributed in Britain by J. Wuidart & Co. Ltd., 15 Rathbone Place, London, W.1



# POL ROGER

**consistently  
the best  
Champagne**





Like all fishermen, Gerald and Keith are reflective types. They had a lot of questions to ask before they let their father get a new Austin A.35. Can it go fast? It can—over 70 mph on the level. Is it comfortable? It is—that back seat will still be big enough for them both when they're grown up. They even thought to ask about running costs—and agreed that 50 mpg was well within their father's pocket. A quick glance at the boot told them it would take all the tackle and a lot more as well. That clinched it—they got the Austin A.35 (and life was never more fun!).

**AUSTIN A.35** 950cc, 4-cyl. engine. 4-speed gearbox. 2 or 4 doors. Backed by 12-month BMC warranty and BMC Service. From £569.17.0 tax paid.

life's  
more  
fun  
with an Austin A.35



By Appointment to  
Her Majesty The Queen  
Motor Car Manufacturers  
The Austin Motor Company Limited

Buy **AUSTIN** and be proud of it





## He found business where he least expected it



HIS run of luck started the first night out when he found himself sitting next to an American businessman at dinner. Later, over a nightcap, they were still talking—talking business almost without realizing it. The Englishman had already made a valuable contact with the sort of man he wanted to meet. He might have been in America from the moment he stepped aboard.

Like so many others, this man has now found just how much it pays him to travel by United States Lines. The Blue Riband held by the "United States" means that her standard of punctuality is unsurpassed, a boon to people with closely planned appointment schedules. On board, in superbly comfortable surroundings, the businessman can still continue his work, if necessary, with ship-to-shore telephone, dictaphone, stenographic and typewriting services at hand. When he wants to relax, there's no better way than aboard the "United States" or her running-mate the "America." Wonderful food and wine, top-grade orchestras, CinemaScope, well-stocked libraries, "keep-fit" facilities—whether he travels FIRST, CABIN or TOURIST CLASS all these are readily available.

In addition there's 25 cubic feet or 275 lb. FREE baggage allowance.

### A "FIRST CLASS" HOLIDAY whichever class you choose

Now that the travel allowance has been extended to cover the U.S.A. and Canada, holidaymakers and businessmen's wives and families can go to these countries. Remember—your £100 is spendable entirely in America. You can pay for your fares and on-board expenses in sterling. If you travel by United States Lines your holiday starts as soon as you arrive on board ship: by the time you land in America you're thoroughly rested and relaxed, ready for another exciting holiday.

If you're travelling on a budget but still want the best that money can buy, CABIN and TOURIST CLASS, with their gay informality, offer a perfect solution.

Fares to destination and on-board expenses payable in sterling.

#### REGULAR SAILINGS

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*s.s. United States*

Southampton—Havre—New York

*s.s. America*

Southampton—Havre—Cobh  
New York

## United States Lines

See your travel agent or United States Lines,

50 Pall Mall, London, S.W.1



## The Mighty New Eagle

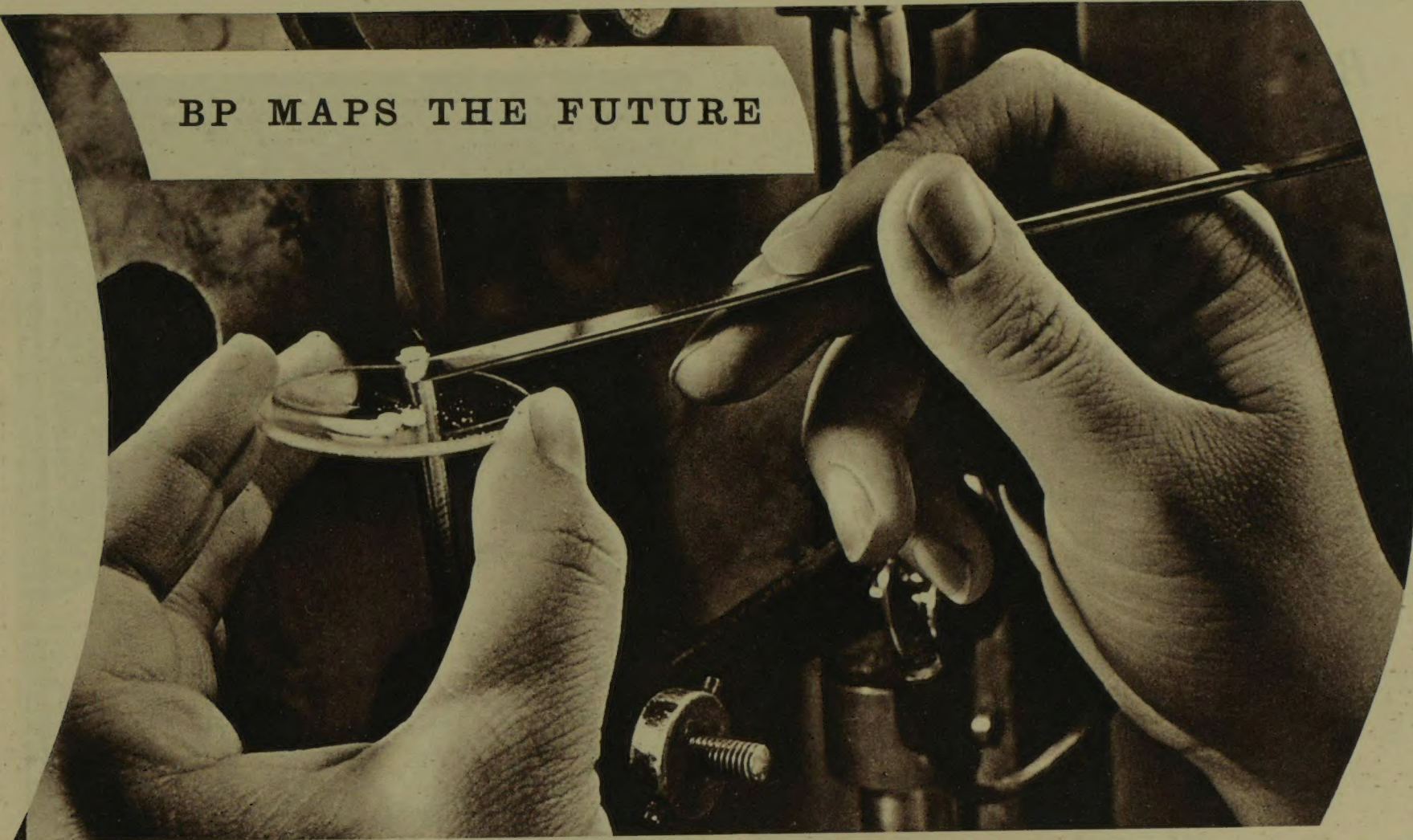
**NOW WITH THE MIRACLE STRENGTH OF NYLON**

The world's most distinguished car tyre—the Eagle by Goodyear—is now *even better*. Nylon—world's strongest man-made fibre—gives this mighty tyre miracle strength and resilience... makes it lighter, cooler-running, easier riding. Added to its other outstanding features this new nylon construction makes the Eagle the best tyre that men can build or money can buy.

- **LONGER MILEAGE.** Nylon carcass is stronger, tread lasts longer.
- **GREATER SAFETY.** Nylon carcass absorbs shocks—assists tread action.
- **GREATER RELIABILITY.** Nylon's strength means more trouble-free motoring.
- **LUXURIOUS COMFORT.** Extra flexible Nylon carcass provides smoother ride.

# GOOD YEAR





## BP MAPS THE FUTURE

The story of British Petroleum's world-wide activities begins, naturally enough, here in Britain. In this picture a sample of catalyst for use in oil refining is about to be analysed in a spectrometer at the BP Research Station, Sunbury. Catalysts are substances which can cause chemical changes without being changed themselves.



# How will these hands shape tomorrow's motoring?

**WHOSE HANDS ARE THESE?** They are the hands of a chemist at the research station of The British Petroleum Company at Sunbury-on-Thames. One of nearly 1,000 BP research workers whose main task is to conjure more and better products from one single substance – crude petroleum.

Among the many different users of oil products, no one has gained more than motorists and motor-cyclists from the work of these men and women. No one has more to gain in the future. To quote one example, BP Energol 'Visco-static', the all-weather motor oil which reduces engine wear by 80%, was a recent Sunbury triumph. The result of many months of patient research.

In 1917 Sunbury Research Station began with one modest house. Now it occupies thirty-nine acres and is still expanding. Besides its laboratory and development work, Sunbury carries out the most exhaustive proving-tests of BP products and processes. The latest major addition to its resources is a motor fuels engine-test laboratory, where cars can be tested at speeds up to more than 100 m.p.h. under temperature and humidity conditions equivalent to the most extreme tropical climates.

Thus, constant research ensures the supreme quality of BP products for use all over the world, and even more efficient fuels and oils for the engines of tomorrow. At Sunbury, the future takes shape today.

THE *British Petroleum*  
COMPANY LIMITED





*Best Wishes for Christmas  
and the New Year*



Don't be vague  
ask for

**Haig**

NO FINER WHISKY GOES INTO ANY BOTTLE



**REMINGTON**

*The gift of a lifetime*

**REMINGTON  
Super 60  
DE LUXE**

*With the world's most  
revolutionary electric shaver  
development—  
ROLLER-COMB ACTION  
to remove 'hidden beard'*

**Regular Model #10.1.3**

(inc. P.T.)

**Triple Volt Model #11.1.11**

(inc. P.T.)

*Or on convenient easy terms*

*That's the one!* No doubt about it, there's the gift he really wants. Finest of them all—a REMINGTON.

Like most men, he knows a good thing when he sees it. So does she, for this lucky man's happy Christmas is already in the bag.

Happy the man who wakes up to the gift of a lifetime this Christmas morning—and every morning after. Happy the woman who chooses such an outstandingly welcome present.

Distinguished in appearance, superb in performance. From every point of view a REMINGTON Shaver is *the* gift you'll be so proud to give; the gift he'll be so thrilled to receive.

**Ladies!** Start dropping your own Remington hints too! Make sure you get a 'Princess' this Christmas—and enter your new age of feminine elegance. The new Remington 'Princess' is the sheerest, surest way to modern grooming—without a shadow of a doubt. Start hinting now!

**REMINGTON**

THE WORLD'S FINEST SHAVERS





that's  
a nice  
thought



# Old England

*Shirts*

HOGG & MITCHELL LIMITED · MANCHESTER · LONDON · LONDONDERRY

No need to iron the **DRY-AND-ON**. Soft collar attached, white and plain colours 39/6; stripes and checks from 42/6. Or in white without collar 35/-.

**TAFATEX**—soft collar attached in white, plain colours and heather mixtures 28/6. **TAFACHEX**—in a wide choice of colour checks 30/-. These materials incorporate Celafibre, a product of British Celanese Ltd.

The **WINCHESTER** with 2 "Trubenised" collars (36/6) or 3 collars (39/6) is in plain colours, neat stripes or checks: the **YORK** (32/6 without collar) is in white only.

Other Old England gift thoughts: **PYJAMAS, HANDKERCHIEFS, TIES AND SCARVES**





By Appointment to  
Her Majesty the Queen,  
Scotch Whisky Distillers,  
John Walker & Sons, Ltd.



Thank you

**JOHNNIE WALKER**

We all enjoy the smooth  
round flavour of the  
whisky in the square bottle

**BORN 1820 — still going strong**





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SATURDAY, DECEMBER 7, 1957.



DURING THE LAST PUBLIC ENGAGEMENT BEFORE HIS ILLNESS: PRESIDENT EISENHOWER WITH THE KING OF MOROCCO, WHOM HE GREETED AT WASHINGTON AIRPORT ON THE MORNING OF NOVEMBER 25.

Great concern was felt throughout the United States, and indeed throughout the world, at an announcement from the White House on the afternoon of November 26 which disclosed that President Eisenhower had suffered a mild stroke. On the morning of the previous day, November 25, the President caught a chill when he went to Washington Airport to greet the King of Morocco. Subsequently the President, who is sixty-seven, complained of feeling unwell, although, according to the medical report, he had no abnormal signs or symptoms other than a slight impairment of

speech. A medical bulletin on November 27 said that the President was making "excellent progress," and it was also disclosed that he was well enough to sign a number of documents. During the afternoon he received the King of Morocco for a few minutes. Next day the White House Press Secretary, Mr. Hagerty, said that President Eisenhower had no plans "to step out of office or delegate authority to any other member of his Administration." By Thanksgiving Day, November 28, the President had sufficiently recovered to attend a church service with Mrs. Eisenhower.





By ARTHUR BRYANT.

IT is more than twelve years now since the end of the Second World War. The period between the end of the First and the start of the Second World War was just over twenty-one years. Events move more rapidly now than in the early decades of the century, and one cannot help wondering how long the interval between the Second and Third World Wars will be, provided, that is, there is to be the unspeakable calamity of a Third World War. In this country realisation of the horror and destruction that such a war would loose on mankind is so strong that ninety-nine people out of a hundred seem to assume that, because it should not, it cannot happen, and though they continue to subscribe through their taxes to a military insurance policy against it, they seem to be doing so without much conviction that the evil insured against is likely to happen. War with atomic weapons, the ordinary peace-loving Briton feels—and all Britons are peace-lovers—is unthinkable.

This feeling, however, is not based on logic but merely on desire, on what we call wishful-thinking. It is the attitude of the ostrich burying his head in the sand. War has always brought horror and destruction to mankind and always will, and we were quite as conscious of the fact in the 1930's as we are to-day. Indeed, in this country the conscious and vocal fear of war was far more pronounced then than it is now. Yet war came and within a generation of the war that we had firmly believed was to end war, and after the complete and total defeat of our former enemies. All the peace-preserving machinery which we and other nations had set up to make future wars impossible proved utterly unavailing to stop it. So did the conviction, so strongly held in this country in the 'thirties, that aerial bombing and poison gas would wipe out whole populations. When Germany, in defiance of our warnings, invaded Poland we declared war on her and courted the very destruction we feared. The only thing that saved us from annihilation was not the machinery that we had set up to avert war, but the men and machines—all too few—we had trained and made for waging war. We suffered great losses and terrible injuries and were only saved from greater ones by the sacrifices and skill of our sailors, soldiers and airmen. When men resort to violence the only hope of escape for the victims of violence is to resist it. The only other alternatives before them are certain death or slavery.

This is our position to-day and, as long as human nature remains what it is, will remain our position. It is a human and animal attribute to be angry, to be resentful and to seek power by force and, though men can conquer these baser dispositions in themselves by religion and self-control, they cannot conquer it in others except by meeting force with superior force and restraining it. A bully has to be taught by his fellows that bullying does not pay or he will wreak his will on them to the full bent of his temper and lust for power. Some earnest Christians, applying Christ's precepts to the individual to the things that are Caesar's, and many Oriental quietists and fatalists have argued that the only way to deal with a bully is to yield to him and allow him, unresisted, the full fruits of his aggression, whatever the sufferings and debasement he may inflict thereby on his fellows. Whenever, however, this policy has been adopted by any community, whether out of its leaders' philosophic convictions or out of cowardice,

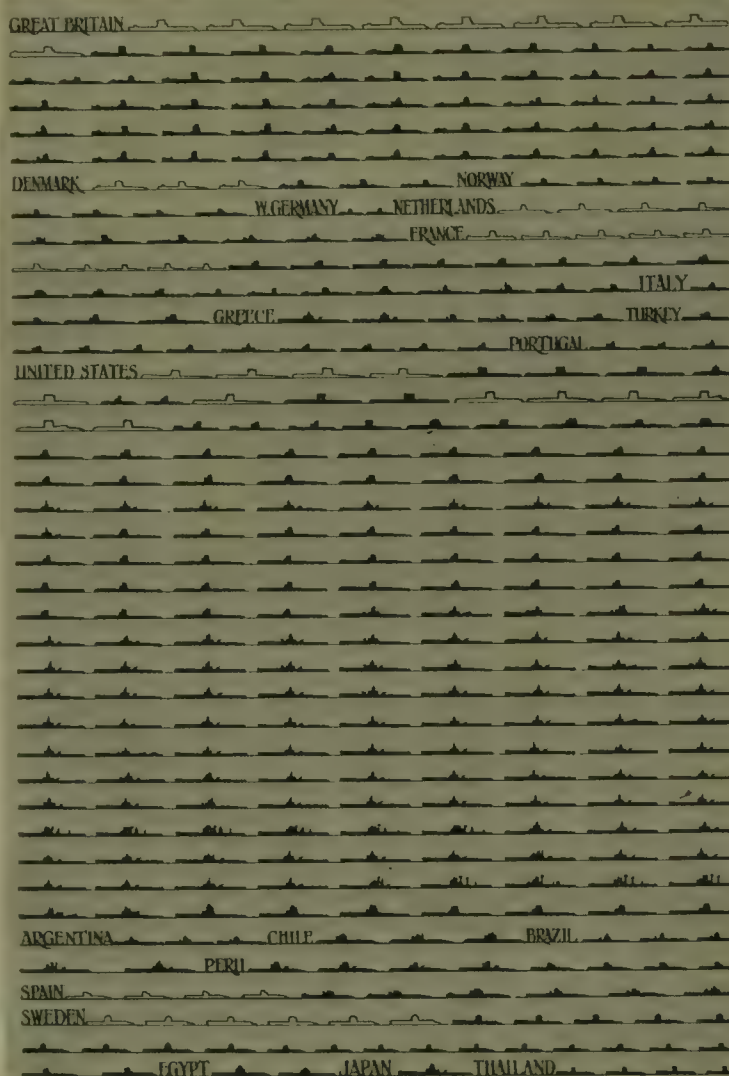
the results have not been encouraging. History shows that successful violence has always had a terrible and degrading effect on those subjugated by it. Brute force, it seems, must be resisted if liberty and just and kindly dealing are to survive on earth. War is an evil beyond expression, and one, that for our own sake and that of others, we should do everything possible to avert, but it appears to have been entailed on man by his own imperfections. Somewhere in Lord Alanbrooke's diaries of the last war, that most professional of soldiers wrote, "There are times when the madness and the fallacy of war almost choke one. Why human beings must behave like children

on their neighbours remains to be seen. But I am quite certain that unless the fear of atomic retaliation is a very real one they will continue to attempt to do so.

It seems folly, therefore, to suppose that there will be no war merely because we detest it and know that it will loose appalling sufferings on ourselves and others. Yet that is unfortunately what we in this country appear to be doing. We are still maintaining large armed forces at immense expense—in proportion to our wealth and total population an expense higher than that of most States—but the nation, as a whole, seems curiously little concerned as to whether that expenditure is

producing an effective means against aggression. In the first decade of this century, when the Germans started building Dreadnoughts to challenge our peaceful command of the seas, the people of this country and its pacific Liberal Government responded, regardless of the expense, by laying down two keels to one and calling to the Admiralty the young Winston Churchill—a man designed, it would seem, by Providence to save this country, and with it human liberty, from disaster. By doing so they were not successful in preventing Germany from loosing war on the world, but they did prevent the German militarists from establishing their rule over mankind. For without Britain's command of the sea between 1914 and 1918 nothing could have stopped the latter from doing so. To-day, when Russia for more than a decade has been laying down a vast fleet of ocean-going submarines that can only serve one purpose—offensive war—and that threaten this country as no other in the world, the British Government and people have allowed their naval armaments to fall to a lower level than at any time in our history since the fifteenth century. It is known that Russia to-day possesses at least 500 submarines and may soon possess a thousand. In all our history there has never been such a menace to our safety at sea. We have chosen apparently to believe that America's possession of immense deterrent power in the shape of atomic and hydrogen bombs has blanketed us from any real danger through the breach of our sea defences—defences without which, with our overcrowded population and its dependence on sea-borne food, fuel and raw materials, we are utterly helpless. Yet to-day, when it has become known that the Russian scientists have out-distanced the Americans in the development of inter-continental ballistic weapons, and when, partly through the negligence of our own bureaucracy, Russia has broken the West's monopoly of atomic weapons, the British public and Press have

shown little, if any, awareness of the peril in which our country stands and of the crying need to put our defences in order. Our priorities are still more motor-cars, more television sets and tape-recording machines, higher wages and dividends, more sport and gambling and private pleasure. Calm in the face of danger is an admirable virtue, but blindness and indifference are not. The Americans, who have set an even higher value on personal material satisfaction than ourselves, seem now to me to be taking a far more realistic attitude than we. They have realised that to save themselves and others they have got to make efforts and sacrifices as great as any in their history, if they and all mankind are not to lie at the mercy of the Kremlin. Is there no one in this country with the vision and eloquence to recall us, as Churchill did in the 'thirties, to a sense of our duty and interest?



"LOOK HERE, UPON THIS PICTURE, AND ON THIS": THE SUBMARINE STRENGTH OF THE N.A.T.O. COUNTRIES AND OTHER NON-COMMUNIST COUNTRIES OF THE WORLD, CONTRASTED WITH THE COMMUNIST ARMADA ON THE OPPOSITE PAGE.

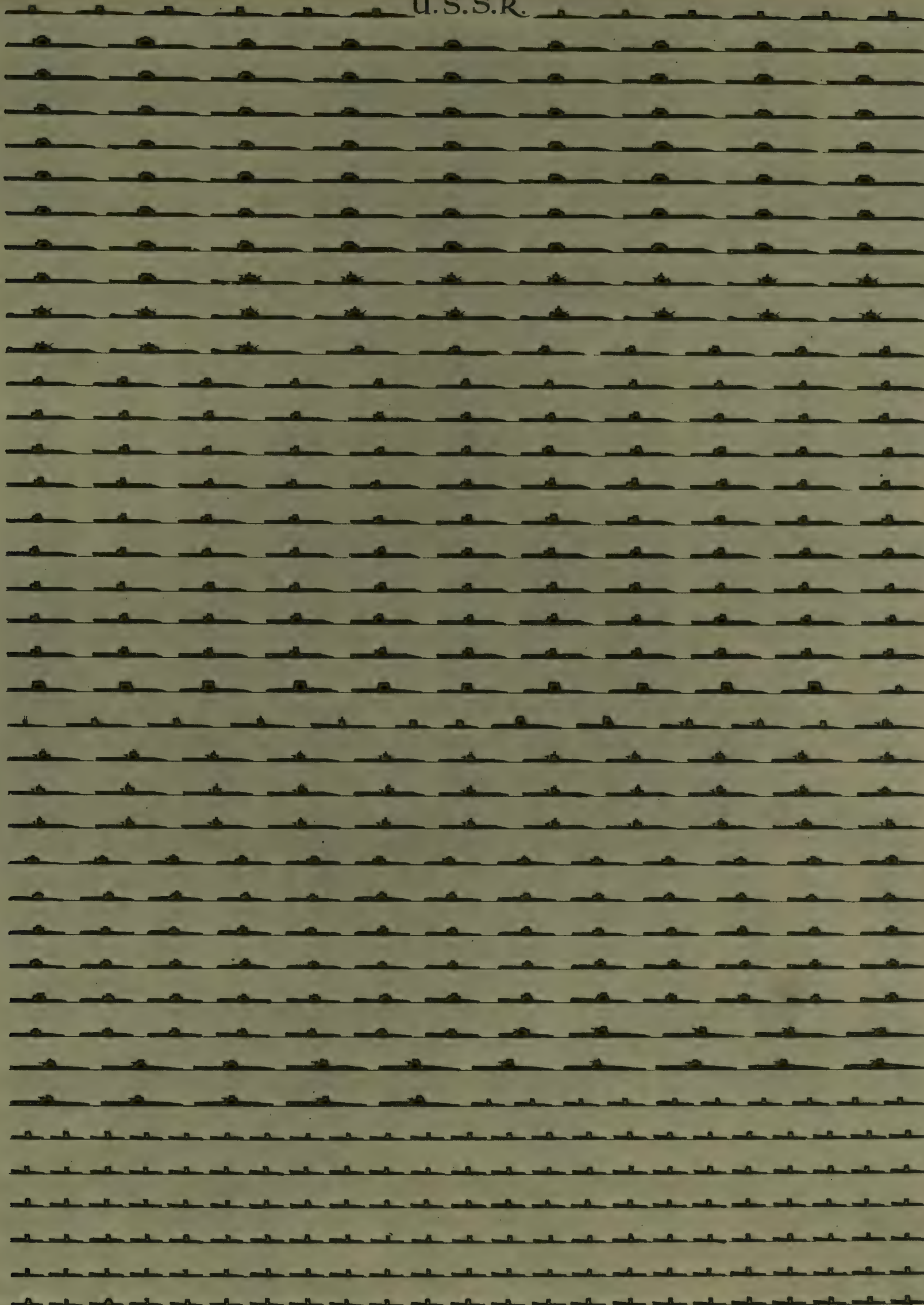
These silhouettes which, if filled in, represent submarines in existence, if shown in outline, building or approaching completion, make in comparison with the Communist total of 509, an overall strength of 348 complete, with 48 building, divided as follows: N.A.T.O. countries, 295 built, 38 building; the rest of the non-Communist world, 53 built, 10 building.

Specially drawn for "The Illustrated London News" by C. W. E. Richardson.

at this stage of the evolution of the human race is hard to understand. At any rate, it proves that we have still got to go a long way on the road that leads to perfect human beings. . . . Ultimately I suppose that human beings from much suffering will become wiser and will appreciate that greater happiness can be found in this world by preferring their neighbour to themselves. . . . I suppose that it is through such punishments that we shall eventually learn to 'love our neighbour as ourselves.' "We may have learnt the lesson in this country, but I can see little sign as yet that mankind, as a whole, has learnt it. Whether the fear of atomic destruction is sufficient to deter the present rulers of States which believe that they possess the power to impose their will by force



# U.S.S.R.



## POLAND

## ROMANIA

## YUGO-SLAVIA

LARGER THAN ALL THE REST OF THE WORLD'S SUBMARINE FLEETS : THE UNDERSEA ARMADA OF RUSSIA.

In "Our Note Book" on the opposite page Sir Arthur Bryant writes : "It is known that Russia to-day possesses at least 500 submarines and may soon possess a thousand. In all our history there has never been such a menace to our safety at sea." And earlier in his article he comments : "Russia for more than a decade has been laying down a vast fleet of ocean-going submarines that can only serve one purpose—offensive

war." Not all of the 500 shown above (with, for convenience sake, the nine belonging to Poland, Rumania and Yugoslavia) are, of course, ocean-going types and possibly about half are suitable for shallow seas ; but even half—250—is greater than the total of all types—234—in the British and U.S. Navies. The totals in these diagrams ; and the silhouettes are drawn from "Jane's Fighting Ships."

*Specially drawn for "The Illustrated London News" by C. W. E. Richardson.*



## THE TREASURES OF "FORT SHALMANESER": THE THIRD SERIES OF IVORIES.



FIG. 1. ONE OF THE FINEST AND CERTAINLY THE MOST DELIGHTFUL OF THE MAGNIFICENT IVORIES FOUND AT NIMRUD THIS SEASON: A COW SUCKLING HER CALF AND LICKING ITS TAIL.

This endearing ivory plaque, which is now in the Iraq Museum, Baghdad, shows a favourite subject of the carvers of that time and it is the finest example of its kind, bearing as it does traces of gold in the lotus flowers and buds. It was found at the North Gate of "Fort Shalmaneser" and measures  $3\frac{1}{2}$  by  $3\frac{1}{4}$  ins. (8.5 by 7.7 cm.).



FIG. 2. A WINGED SPHINX IN SHELL, CONVENTIONALISED AND FINELY ENGRAVED. FOUND WITH TABLETS OF ASSUR-NASIR-PAL BY THE INNER SIDE OF THE EASTERN TOWN WALL. 2½ INS. (5.5 CM.) LONG.

IN our two previous issues we have given the first two instalments of Professor Mallowan's account of the excavations he has directed this spring at Nimrud for the British School of Archaeology in Iraq. These excavations have been assisted by a number of institutions, who were listed in some detail in the first article. The principal discovery of the season has been the excavation of a hitherto undisturbed site which has been given the name of "Fort Shalmaneser" and which has proved to be a repository of beautiful ivory carvings, which were stripped of their gold and left behind by the armies who utterly defeated the Assyrians in 612 B.C.



FIG. 3. A DELICATE IVORY FRAGMENT, INCRUSTED WITH BLUE AND OVERLAID WITH GOLD. FROM THE NORTH GATE.  $2\frac{1}{4}$  INS. (5.2 CM.) HIGH.





FIG. 4. "THE LADY AT THE WINDOW": FOUR IVORY PLAQUES SHOWING A FAVOURITE SUBJECT WITH THE ASSYRIANS OF NIMRUD.



FIG. 5. TWO IVORY FRAGMENTS, ALSO VERSIONS OF THE THEME OF THE COURTESAN AT THE WINDOW—THE TEMPTRESS WHO LEADS MEN ASTRAY.

THE TEMPTRESSES OF THE ANCIENT ASSYRIANS: "THE LADY AT THE WINDOW" IN IVORIES DISCOVERED AT "FORT SHALMANESER."

These ivories, with which we end the tale of the treasures found at Nimrud this season by the British School of Archaeology in Iraq, directed by Professor M. E. L. Mallowan, are all on the same theme. An even finer example of the subject was reproduced in our last issue. The many renderings of these ladies show that at the Assyrian court there were no inhibitions against

recalling the seductive wiles of feminine practices severely condemned in contemporary Scripture. The upper four (Fig. 4) were found in rooms NW.15 and SW.12 of "Fort Shalmaneser" and are all about 2½ ins. (5.7 cm.) high. The lower two are about 1½ ins. high and came from (left) Room C.7 and (right) Room SW.9 of "Fort Shalmaneser."



## EVIDENCES OF THE ASSYRIANS' LAST STAND; AND DELICATE IVORIES INCRUSTED WITH BLUE AND OVERLAID WITH GOLD.



FIG. 6. RELICS OF THE LAST STAND OF THE ASSYRIAN ARMIES AT "FORT SHALMANESER" IN 612 B.C.: IRON SPEARHEADS AND A DAGGER. These two isolated iron spearheads and the dagger (centre) with riveted hilt were found in the armories of "Fort Shalmaneser" in Room NW.15. They are typical of the armour and weapons thrown down in many rooms when the Assyrian battle for survival was lost.



FIG. 7. A FEW OF THE MANY IRON ARROW-HEADS FOUND AGAINST THE INSIDE FACE OF THE NORTH WALL OF "FORT SHALMANESER"; WITH, ON RIGHT, AN ARROW-HEAD WITH TIP TURNED OVER. These, like the spearheads and dagger above (Fig. 6), provide evidence of the last battle of Nimrud in 612 B.C.; and, in particular, the spent arrow "with battered tongue which had hit its mark is a muted testimony to the end of Assyria," as Professor Mallowan writes.

In our last issue, Professor M. E. L. Mallowan—in the second of a series of three articles on this season's work—described some of the most outstanding of the ivories discovered during the spring excavations of the British School of Archaeology in Iraq, in particular those showing feasting ladies and striding gods or princes plucking the fruit of the tree of life. In conclusion, he mentioned certain other ivories, which we now illustrate, and wrote: "More familiar are the many ivories depicting the courtesan (Figs. 4 and 5), generally thought to be a Phoenician lady alluring passers-by from the window; cow sucking its calf in a meadow of golden lilies (Fig. 1); griffins, their wings still incrustated with bright blue frit and overlaid with gold (Fig. 13); the kneeling boy Horus (Fig. 9); another standing boy with golden hair (Fig. 8); and a beautifully delineated sphinx (Fig. 11), which was almost certainly captured spoil or tribute from the Syrian city of Arslan-tash, where similar figures have been found. The remarkable ram-headed sphinx wearing the Egyptian crowns (Fig. 12) is also likely to have come from the same centre. Egyptian in character, but almost certainly of Phoenician provenance, is the marvellous



FIG. 8. THE BOY KING SALUTING THE TREE OF LIFE: A DELIGHTFUL IVORY FRAGMENT WITH TRACES OF GOLD INCRUSTATION. This fragment, nearly 4 ins. (10.1 cm.) high, was found in the North Gate of "Fort Shalmaneser." At the boy's back is a lotus flower; he wears a short tunic and there are traces of gold incrustation on the hair, the sleeve, kirtle and coat.



FIG. 9. PERHAPS THE BOY HORUS, FOR THIS SMALL IVORY PANEL, ALTHOUGH CERTAINLY A PRODUCT OF PHENICIA, IS GENERALLY EGYPTIAN IN CONCEPT. This panel, 3½ by 2½ ins. (8.3 by 5.4 cm.), was found in the sub-surface of Room SW.12 in "Fort Shalmaneser." The kneeling figure wearing the crown of Upper and Lower Egypt and saluting the sacred tree looks Egyptian but is not so and has no known prototype in Egypt. Note the dowel hole drilled straight through the body.



FIG. 10. EXAMPLES OF ELABORATE AND LUXURIOUS CHRYSIEPHANTINE ORNAMENT: AN IVORY FALCON WITH BLUE GLASS INCRUSTATION; AND A MINUTARIAN HEAD, WITH GOLD AND GLASS TRACES. In the little falcon ivory there are traces of incrustation and overlay with blue glass on the pinions of the wings; and in the wig of the miniature head there are traces of both gold and glass. At the top of the latter is part of the original frame.

hawk-headed Horus (Fig. 14) with its shining golden wings and blue frit inlay. Many of the smaller pieces and the openwork panels are pieces which had once decorated the space between the rails and chairs. Here, in fact, we have the remnants of an ancient Assyrian Royal furniture repository, which must have provided the happiest of hunting-grounds for the Medes and Babylonians." Professor Mallowan continues: "One curious discovery which raises a problem about the manufacture of the ivories was made in Room SW.7 which produced the Tammuz panels. Here, together with a number of wine jars along the west wall of the room, we found many large lumps of blue frit which on spectrographic examination (conducted by Dr. H. J. Plenderleith and Miss M. Binson) have proved to be identical with that used for the incrustation. The major constituents—copper, silica and

(Continued above, right)



FIG. 11. A WINGED SPHINX, MALE, CROWNED AND WEARING A LONG WIG: AN IVORY FRAGMENT, PROBABLY BOOTY TAKEN IN SYRIA BY A KING OF ASSYRIA. This fragment, which is about 5½ ins. (13.8 cm.) high, was found in Room SW.12 of "Fort Shalmaneser." The sphinx shows traces of a short beard and in the shoulder can be seen the end of a dowel pin, evidence of a repair in antiquity. It closely resembles ivory figures found in the Syrian city of Arslan-tash.

Continued] calcium—are the same, and the remarkable consistency of colour in this 'Egyptian blue' could only have been achieved through precise fire control in big kilns, a technical accomplishment of no mean order. Were the lumps of frit imported with the ivories, or were there foreign craftsmen employed at Calah whose business it was to carve new ivories, or to repair and incrust damaged material? For the answers to these and to many other questions we must await further work on this still promising site. The dramatic struggle for the last defence of Nimrud when the Assyrian army held the fort in 612 B.C. was well illustrated by finding many iron spearheads, daggers, and arrow-heads (Figs. 6 and 7) all along the line of the northern gateway and entrance hall. Large dumps of armour consisting of iron-plated corselets were thrown down into some of the abandoned rooms when the battle was over, and a single spent arrow with battered tongue which had hit its mark is a muted testimony to the end of Assyria."



FIG. 13. AN IVORY WINGED GRIFFIN, OF GREAT VIGOUR AND LIVELINESS. IN THIS THE BEAST IS SHOWN WITH NECK STRAINING UPWARDS. This fragment was found in Room NW.15 of "Fort Shalmaneser" and it is about 5½ by 3½ ins. (13.4 by 8.4 cm.). Behind the body are branches of the tree of life and on the outspread wings there are traces of gold and blue glass.



FIG. 12. A RAM-HEADED WINGED SPHINX IN IVORY OPENWORK. LIKE FIG. 11 THIS IS ALMOST CERTAINLY OF SYRIAN ORIGIN AND WAS PERHAPS RECEIVED AS BOOTY OR TRIBUTE. This fragment, which is about 4½ ins. (12.3 cm.) high, comes from the same room in "Fort Shalmaneser" as Fig. 11. The sphinx is wearing the conventionalised crowns of Upper and Lower Egypt and a Phoenician apron skirt. This is closely paralleled in ivories from Arslan-tash and this fact has enabled the somewhat extensive restorations in wax to be made with reasonable confidence.



FIG. 14. A TRANSLATION OF A FAMILIAR EGYPTIAN FIGURE INTO A PHENICIAN IDIOM: A FOUR-WINGED HORUS IVORY WITH GLASS AND GOLD ORNAMENT. Found on the west side of Room SW.7 of "Fort Shalmaneser," this measures about 4½ by 2½ ins. (11.0 by 5.5 cm.). The winged Horus is crowned with a sun-disc and double uraeus. Both gold and blue glass survive on the wings and there are traces of inlay and overlay on the short tunic. The figure stands against a background of lotus flowers and carries a plant in the right hand.



## A WINDOW ON THE WORLD—I.



**PORT SAID, EGYPT.** THE SOUTH AFRICAN FREIGHTER *RANGE* (1395 TONS) HELD AT PORT SAID BY THE EGYPTIAN AUTHORITIES ON SUSPICION.

On November 24 it was learnt that the Egyptian authorities had detained the South African freighter *Range* on the suspicion that it was really an Israeli vessel. The ship was formerly the Israeli coaster *Kishon*, but was recently transferred to a South African company.



**ALGERIA.** THE MILITARY AIRFIELD OF KABYLIA, NEAR TIZI-UZU, EAST OF ALGIERS, SEEN FROM THE AIR AFTER IT HAD BEEN FLOODED.

The same heavy rain storms which caused the postponement of the unveiling of the Commonwealth memorial at Medjez-el-Bab, also caused severe flooding in Algeria, the floods being considered among the worst in history.

(Right.)  
**ST. JOHN, NEW BRUNSWICK.** STRANDED HIGH AND DRY BY THE WORLD'S HIGHEST TIDES—BUT AFLOAT AGAIN WITHIN TWELVE HOURS: A NORMAL OCCURRENCE IN THE MARKET SLIP AT ST. JOHN, ON THE BAY OF FUNDY.

These ships, which seemed marooned for ever above the streets which surround them, were, in fact, fully afloat twelve hours later as the Bay of Fundy's tides are the world's greatest, with the largest mean spring range of 45 ft. At Moncton, further up the bay, an extreme range of 53 ft. has been recorded on the Petitcodiac River in 1869.



**MIAMI, U.S.A.** A TICKLISH AND DANGEROUS JOB: U.S. MARINES GENTLY MANHANDLING ASHORE A TORPEDO WHICH WAS WASHED UP OFF MIAMI BEACH. ALL PRECAUTIONS WERE TAKEN, AND FORTUNATELY THE TORPEDO PROVED ON EXAMINATION TO BE A "DUD."



**TEXAS, U.S.A.** SNOW IN TEXAS, WITH A PARKED CAR'S ROOF ACTING AS A NEAT SNOW-GAUGE OUTSIDE THE McCULLOCH COUNTY COURT HOUSE.

Very severe early snowfalls in Michigan were reported in our last issue at Houghton, but much further south at Brady, in Texas, which lies at about the same latitude as Marrakesh, 8 ins. of snow fell on the night of November 23-24.



**STOCKHOLM.** A DINNER ON THE MAIN PLATFORM OF STOCKHOLM'S CENTRAL STATION TO MARK THE OPENING OF A NEW UNDERGROUND LINE.

Stockholm's new underground railway was opened to the public on November 25; but on the evening of November 23 a banquet was given to all those who had helped in the construction of the railway. An eight-coach train was converted into kitchens.



## A WINDOW ON THE WORLD—II.



GAZA. A FIELD SERVICE FOR SCANDINAVIAN TROOPS OF THE UNITED NATIONS EMERGENCY FORCE AT GAZA. THE TROOPS SHOWN ARE DANISH AND SWEDISH, AND THE OFFICIATING CHAPLAIN A DANE.



HONOLULU. A COMPANY AND ITS WEAPONS SAVED AS THE RESULT OF INTERNAL RECRUITING: AN IMPRESSIVE DISPLAY BY THE U.S. MARINES. Since June 1956 the 1st Bn., 4th Marines, 1st U.S. Marine Brigade, has re-enlisted 231, a full rifle company; and the saving in recruiting and training funds totals 750,000 dollars, or enough money to pay for all the equipment shown in this parade.

(Right.)  
WASHINGTON, D.C., U.S.A. "THE FATHER OF THE HYDROGEN-BOMB," DR. EDWARD TELLER (AT TABLE, RIGHT), TESTIFYING BEFORE A SENATE COMMITTEE.

On November 25, a U.S. Senate sub-committee, known as the "preparedness" sub-committee, opened its hearings in public, before floodlights and with television cameras working. The chairman, the Democrat Senator Lyndon Johnson (seated fifth from left at the long table), said that the Russian challenge in the field of missiles demanded "the greatest effort in American history." Dr. Teller declared that the U.S. had lost a battle comparable with Pearl Harbour and would need ten years to overtake Russia's scientific lead. On Nov. 26 Lt.-Gen. Doolittle, chairman of the Air Force's Scientific Advisory Board, urged a greater dissemination of information to America's allies and some relaxation of security regulations.



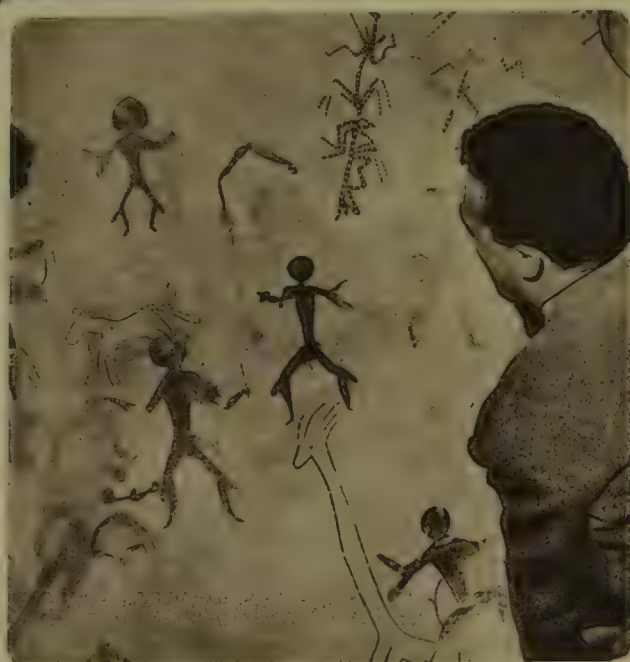
KLOSTERNEUBURG, AUSTRIA. SLIDING OVER THE BARREL ON ST. LEOPOLD'S DAY: AN OLD CUSTOM DERIVING FROM THE OLD WIFE WHO MADE HER HUSBAND SLIDE OVER THIS 56,000-LITRE WINE BARREL WHENEVER SHE CAUGHT HIM TIPSY.



THE UNITED STATES. LOOKING OVER THE BARREL AT A COMPLEX EXPLODING DEVICE MOUNTED IN FRONT OF A TANK IN ORDER TO CLEAR A PATH THROUGH MINEFIELDS. THE DEVICE CAN BE JETTISONED FROM INSIDE THE TANK.



## A WINDOW ON THE WORLD—III.



PARIS. ANOTHER TRANSCRIPT FROM THE PAINTINGS RECENTLY FOUND IN THE TASSILI REGION OF THE SAHARA: ANIMALS AND HUMANS OF SEVERAL PERIODS.

PARIS. A TRANSCRIPT OF ONE OF THE SAHARAN ROCK-PAINTINGS NOW EXHIBITED AT THE MUSEE DES ARTS DECORATIFS, SHOWING THE "ROUND-HEAD" FIGURES.

In the summer of 1956 it was reported that a group of French explorers, directed by M. Henri Lhote, had discovered some 10,000 rock-paintings of prehistoric date in caves and rock shelters in the Tassili-n-Ajjer plateau, north-east of the Hoggar. These paintings were believed to belong to twelve epochs spread over some 10,000 years. A number of transcripts of these paintings are now on exhibition at the Musée des Arts Decoratifs at Paris. One of the more remarkable features of the paintings is the presence of a number of round-headed human figures, one of these showing a white woman. Hunting scenes and animals are frequent and there has been considerable superimposition and repainting on the same rock face. Stone tools, cooking vessels, bracelets and other objects have been found in conjunction with the paintings, and it is suggested that the area may have been a meeting-place of Negro, Ethiopian, Egyptian and Mediterranean civilisations.



THE FRENCH SAHARA. THE ERODED ROCK TOWERS OF THE TASSILI-N-AJJER PLATEAU. IN THE CAVES AT THE FOOT MANY OF THE PAINTINGS WERE FOUND.



SWEDEN. A CHURCH TOWER IN THE FORM OF A HOLLOW PYRAMID, DESIGNED TO SERVE ALSO AS A LANDMARK FOR THE FISHERMEN OF OXELOSUND, SOUTH OF STOCKHOLM. THE FRAME OF THE TOWER IS OF CONCRETE.



DENMARK. A CHURCH TOWER IN THE FORM OF A PYRAMID: THE NEWLY DEDICATED LUNDSHUS CHURCH OUTSIDE COPENHAGEN. THE BUILDING IS SQUARE AND OF THE SIMPLEST AUSTERITY, WITH A SANDSTONE ALTAR



BERLIN. RELAXED ON PARADE—AND WITH SOME EXCUSE. PTE. TEDDY BEAR, THE MASCOT OF THE 6TH U.S. INFANTRY REGT., AT THE PARADE IN HONOUR OF HIS DISCHARGE. HE IS TO BE TRANSFERRED TO WASHINGTON.



# A WINDOW ON THE WORLD—IV.



KENYA. FOURTEEN MILES FROM NAIROBI: THE NEW INTERNATIONAL AIRPORT OF EMBAKASAI SHOWING THE COMPLETED TWO-MILE-LONG RUNWAY.

(Above.) KENYA. TO BE OPENED NEXT MARCH: NAIROBI'S NEW AIRPORT—A GENERAL VIEW SHOWING PART OF THE 26-ACRE PARKING APRON IN FRONT OF THE TERMINAL BUILDING.

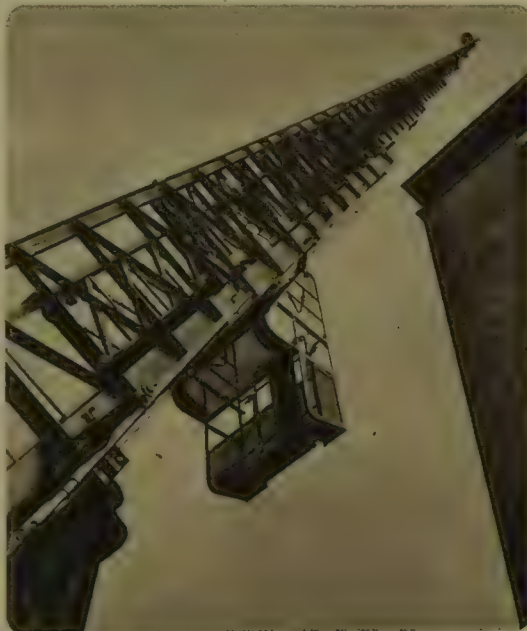
Embakasai, Nairobi's new international airport, fourteen miles from the city, is to be opened in March. The largest airliners will be able to use this all-weather airport, which will take the traffic from the two existing airfields—Nairobi West and Eastleigh. There is a two-mile-long runway, mainly built by ex-Mau Mau prisoners, and fine terminal buildings with two restaurants.

(Right.) INDIA. TO BE ERECTED IN A JAIN MONASTERY AT KOLHAPUR: A HUGE MARBLE STATUE READY FOR TRANSPORTATION ON A SPECIAL RAILWAY WAGON.

This huge 30-ft.-high marble statue—said to be the largest monolith to have been carved in Asia for centuries—is seen here ready for transportation from the Makrana quarries to Kolhapur. The statue, which is of an ancient Jain saint, is to be erected in a Jain monastery at Kolhapur, in Bombay.



GERMANY. SAID TO BE THE LARGEST IN THE WORLD: A FIRE-ESCAPE LADDER BEING DISPLAYED AT KARLSRUHE.



GERMANY. A FEATURE OF THE FIRE-ESCAPE LADDER: THE CAGE LIFT FOR LOWERING INJURED PEOPLE. This up-to-date fire-escape ladder was recently demonstrated to representatives of fire brigades from all over Europe. Made by the Carl Metz Company, of Karlsruhe, it can be extended to its full height of over 200 ft. in two minutes. A pressure pump enables water to be played up to a height of 250 ft.



UNITED STATES. ALMOST OVER THE EDGE! THE FRONT END OF A CAR OVERHANGING A NEW YORK PAVEMENT AFTER IT HAD CRASHED THROUGH THE FRONT WALL OF AN UPPER FLOOR OF A GARAGE. TWO PEDESTRIANS WERE INJURED.



THE question asked by Mr. Bevan in the House of Commons on November 27 was explosive in character. It arose out of another and the reply given by the Secretary of State for Foreign Affairs, Mr. Selwyn Lloyd. Mr. Bevan asked whether the House should understand from that reply that American aircraft flying on patrol from British bases carried hydrogen-bombs. For some reason Mr. Lloyd did not seem to be prepared for the supplementary, though it represented the kernel of the back-bencher's original question. Mr. Lloyd did, however, make it clear that the delivery of nuclear weapons from these bases would constitute an emergency which would entail a joint decision of the two Governments. He also stated that a nuclear weapon would not be dangerous if the aircraft carrying it were to crash.

It is extraordinary how a question asked in the House of Commons, or indeed outside it, by a man of dynamic personality well known to the public will become news, and controversial news, all over the world, whereas a previous announcement, quietly made but widely known, has not made a ripple on the surface of opinion. Since October 1 the United States Strategic Air Command has been held in a state of readiness, of such a kind that one-third of it could go into the air within a quarter of an hour of warning of a missile attack.

## A WINDOW ON THE WORLD. PATROLLING WITH HYDROGEN-BOMBS.

By CYRIL FALLS,

*Sometime Chichele Professor of the History of War, Oxford.*

is a genuine one. If the use of nuclear weapons is to be decided jointly by the Governments of the United States and the United Kingdom, are we to suppose that the bomber captain who is in the air at the moment of a hostile attack with missiles is to fly about until he gets wireless orders either to attack a target previously allotted to him or to come down and land? If this is the present arrangement, is it one which public opinion will consider suitable? On the other hand, if the aircraft sent up on patrol or merely for training does *not* carry its full bomb-load—as well as fuel to reach a target which may be far distant—then it is useless.

Everyone will solve the problem to his own satisfaction in a way corresponding to his temperament, ideals, and emotions. Yet it is not enough to say that the common-sense mind will probably conclude that in the present circumstances the bomb-load must be carried. To begin with, there is not full agreement on what constitutes a common-sense mind in relation to such affairs. Leaving

said, however, that the former could not have appeared at a more awkward moment. President Eisenhower is ill. He is not going to Paris for the meeting of the Atlantic Council, but the information at my disposal as I write is that this meeting will not be postponed and that President Eisenhower will be represented by the Vice-President, Mr. Nixon. Without taking account of the President's great prestige, it may be said that a meeting of this kind is an occasion which would normally find him at his best and on which his counsel would be most valuable. I do not say that he would have been called on to deal with this question, but it would have been better had he been in the foreground when it came up.

My own view, based, I hasten to say, on inference and in no way on secret information, is that Russian progress and strength in missile weapons have left the American and British Governments with no alternative but to decide that retaliation for an attack would have to be immediate if it were to be possible at all. If so, I do not find it conceivable that their decision is incorrect. I do, however, fully realise how abhorrent and fantastic it must appear to many people. They see in such a policy failure to wage the battle for peace and resignation to the adoption of a purely warlike attitude.



DURING THE MOROCCAN STATE VISIT TO THE UNITED STATES: MR. NIXON WITH KING MOHAMMED AT A RECEPTION IN WASHINGTON ON NOVEMBER 27.

President Eisenhower's illness coincided with the State visit to the United States of King Mohammed of Morocco, and the communiqué issued on November 27, concerning American aid to Morocco and U.S. bases there, was signed for the United States by Mr. Dulles. Mr. Richard Nixon, the Vice-President, however, was among the senior

American officials who met King Mohammed during his visit. Following the President's illness, a number of his duties have been undertaken by Mr. Nixon, who may also represent the President at the summit meeting in Paris on December 16, and support for Mr. Nixon as a possible successor to the Presidency is said to have greatly increased.

(It is interesting to note here that the date when the state of readiness is reported to have been assumed is just prior to the propulsion of the first Russian earth-satellite into outer space.) Certain aircraft are kept close to the end of their runway, with bombs on board, and at night the crews sleep beside these aircraft.

For reasons which must be obvious, the Command keeps an undisclosed proportion of its aircraft always in the air. Were the base to be destroyed, these aircraft would still be available for retaliation. The above is the recently adopted policy of the command, which is an American force, mainly on American soil. But for several years it has detached to this country a small proportion of its total strength, about a wing. From the tactical point of view it would be natural that these aircraft based in England should be governed by the same policy as that of the Command itself. I write before having heard of any amplification of Mr. Lloyd's Parliamentary reply, but I am assuming that these British-based aircraft do in fact take the air with nuclear weapons.

Anyone who approaches the problem calmly and without seeking to exploit it for the purpose of party will find it difficult to solve. The dilemma

that aside, I must confess to having come across some evidence that officers who have reflected on the matter have been rather perturbed. They cannot believe that even two Governments, let alone all concerned, can possibly reach such a decision as is called for while the bombers are in the air—and using precious fuel. If, on the other hand, automatic retaliation is the real policy, it would certainly seem to be one liable to accidents from mistakes.

Perhaps only a few listeners noticed a phrase in the first of the remarkable Reith Lectures delivered by Mr. George Kennan. He said that, despite the hostile attitude of the Soviet Government and its massive armament, there had not been any serious danger of a major war—but he qualified this statement by adding that this had been the case until "recently." In other words, if I interpret him aright, there really is a considerable danger of war now. The state of readiness of the Strategic Air Command, imposed on October 1, is also "recent" and suggests some worsening of the situation, not due to the flight of the sputnik.

The particular point raised by Mr. Bevan is, of course, of far less importance than the broader one concerning the likelihood of war. "It must be

I do not consider that this need be so. It does not imply that the two Governments have abandoned hope of a settlement of this horrific problem or of Mr. Khrushchev being, after all, committed to the cold-war campaign which we had previously believed to be his favoured field. It may be regarded as a precaution which cannot be avoided in the circumstances of the moment but which will be abandoned if the situation becomes brighter. Yet next time I am living in Oxford, from which I returned not long ago, I shall reflect when I hear or see a B47 overhead: "Patrolling with hydrogen-bombs!"

Shortly before the occasion of which I have written, Mr. Lloyd had told a questioner that he did not regard the present moment as favourable to a fresh approach to Russia. As, however, the last Russian proposal for a "top-level" conference is one which would be answered favourably if a framework of agreement could first be secured, it may be hoped that efforts are being made to secure this much. Sir Winston Churchill once remarked that talks which ended in wrangling and made no progress were still preferable to atomic warfare. If it is now considered that they are not worth while, then the situation must seem very grave indeed.



# AT GEELONG GRAMMAR SCHOOL: THE CENTENARY PAGEANT PLAY.



WEARING SCARLET EIGHTEENTH-CENTURY GRENADIER UNIFORMS MADE AT THE SCHOOL: THE CADET BAND (LEFT) AND SOLDIERS WHO WORE BLUE UNIFORMS.



CARRYING GENUINE NATIVE WEAPONS: NINE BOYS WHO REPRESENTED AUSTRALIAN ABORIGINES. THE DECORATION ON THEIR BODIES WAS BASED ON DETAILED RESEARCH.



WINDSOR CASTLE, 1786: A SCENE SHOWING KING GEORGE III (WITH DOG) BEING ADDRESSED BY WILLIAM PITT THE YOUNGER ABOUT THE FOUNDING OF A NEW CONVICT SETTLEMENT IN BOTANY BAY, IN NEW SOUTH WALES.



ON CAPTAIN PHILLIP'S FLAGSHIP: AN OLD SALT WHO SAILED WITH CAPTAIN COOK TELLING THE DECK-HANDS ABOUT THE STRANGE CREATURES AND DEADLY PERILS THEY WOULD BE LIKELY TO ENCOUNTER IN AUSTRALIA.



TYBURN, 1757: A GIN-DRINKER, AND HIS "MOLL," ENTERTAINING THE CROWD (WHO ARE WAITING TO SEE AN EXECUTION) WITH HIS ANTICS.



ONE OF THE MOST MOVING SCENES IN THE PAGEANT: JOHN BRACEBRIDGE WILSON, THE SCHOOL'S SECOND HEADMASTER, GIVING ADVICE TO AN ERRING SCHOOLBOY.

The final celebration of a crowded centenary year at Geelong Church of England Grammar School at Corio, Victoria, Australia, was a spectacular pageant play called "Their Succeeding Race." It was written by Mr. Michael Persse, one of the masters, and produced by Mr. K. J. Mappin. The pageant, which was performed in fine weather on three days, before more than 2000 people, was presented on the Chapel Lawn in front of the War Memorial Cloisters, and had for a background the wide expanse of the school playing-fields and the waters of Corio Bay. In the words of its

author, the pageant play, which was written mainly in verse, "weaves together the strands of Australia, the School, and the Kingdom of God." In fourteen scenes the audience was carried from the overcrowded and gin-sodden London slums of the eighteenth century to the School's part in Australia in its centenary year. More than 1000 actors took part in the pageant. A short history of the school, photographs of some of the buildings, and a drawing, by Mr. Dennis Flanders, of the interior of the school's Chapel of All Saints, appeared in our issue of April 27 last.

Photographs by Robert Pockley, Geelong.



## THE QUEEN AT THE BRITISH MUSEUM; AND OTHER OCCASIONS OF NOTE.



FIELD MARSHAL LORD MONTGOMERY OF ALAMEIN IN ALAMEIN: THE SHIP'S COMPANY OF THE DESTROYER CHEERING THE FIELD MARSHAL ON NOV. 25. The destroyer *Alamein*, on the eve of her departure for a nine-month cruise in the Mediterranean, was visited by Field Marshal Montgomery, who addressed the ship's company on deck at Chatham. In this address he said: "Unless we British control the major oceans and seas of the world we can not have any success in war."



CELEBRATING ITS CENTENARY: THE HALLE ORCHESTRA—SEEN HERE UNDER ITS CONDUCTOR, SIR JOHN BARBIROLLI, IN THE FREE TRADE HALL, MANCHESTER.

On January 30, 1858, there was in the Free Trade Hall a "Grand Orchestral Concert, with sixty players under the direction of Mr. Charles Hallé." Thus was born Britain's oldest professional orchestra, which is celebrating its centenary with a Festival Season which opened in October. On January 30 a special gala performance will be given at the Free Trade Hall, reopened in 1951 after its destruction in an air raid in 1940.



AT WORK ON HIS PORTRAIT STATUE OF THE QUEEN: THE NIGERIAN SCULPTOR, MR. BEN ENWONWU. THIS IMPRESSIVE PIECE IS ON VIEW AT THE CURRENT ROYAL SOCIETY OF BRITISH ARTISTS EXHIBITION. IT WAS COMMISSIONED BY THE NIGERIAN GOVERNMENT.



THE PRESIDENT OF SWITZERLAND FOR 1958: DR. THOMAS HOLLENSTEIN AND HIS WIFE AT HOME IN BERNE. DR. HOLLENSTEIN, WHO IS AT PRESENT FEDERAL VICE-PRESIDENT AND MINISTER FOR PUBLIC ECONOMY, WAS ELECTED TO THE FEDERAL COUNCIL IN 1955. BY PROFESSION DR. HOLLENSTEIN IS A LAWYER.



MR. DAVID MCFALL AT WORK ON HIS STATUE OF ST. PAUL FOR ST. BRIDE'S CHURCH, FLEET STREET. THE QUEEN IS TO ATTEND THE REOPENING SERVICE OF THE CHURCH ON DECEMBER 19.



(Left.) THE QUEEN AT THE BRITISH MUSEUM, HANDING OVER TO THE MASTER OF THE ROLLS A CASKET IN TOKEN OF HER GIFT TO THE BRITISH MUSEUM OF THE CARLETON PAPERS.

(Right.) THE QUEEN AND THE DUKE OF EDINBURGH LOOKING AT THE PLAN OF THE SUTTON HOO SHIP BURIAL, WHICH MR. RUPERT BRUCE-MITFORD IS EXPLAINING.

On November 27 the Queen, accompanied by the Duke of Edinburgh, was present at a reception given by the Trustees in the King's Library. While present she presented to the Museum the Royal Music Library, and also the Carleton Papers which President Eisenhower had given her.





## AT HOME AND ABROAD: WORLD PERSONALITIES IN THE NEWS.



AFTER LUNCHING AT BUCKINGHAM PALACE ON NOVEMBER 27: PRINCE RAINIER AND PRINCESS GRACE OF MONACO ARRIVING BACK AT THEIR LONDON HOTEL.

Prince Rainier and Princess Grace of Monaco arrived at London Airport on November 26 for a week's private visit in this country. On the following day they visited the Queen and the Duke of Edinburgh at Buckingham Palace and remained to luncheon.



DURING HIS BRIEF VISIT TO PARIS: THE PRIME MINISTER, MR. MACMILLAN (RIGHT), BEING GREETED BY THE NEW FRENCH PREMIER, M. GAILLARD.

On November 25 the Prime Minister, accompanied by the Foreign Secretary and the Paymaster-General, flew to Paris for talks with the new French Premier, M. Gaillard, and other French Ministers. The talks were mainly concerned with the disagreements over arms supplies for Tunisia. The statement issued at the end of the talks on November 26 suggested that no very definite agreement had been reached.



HIS FIRST PUBLIC APPEARANCE AFTER HIS MILD STROKE: PRESIDENT EISENHOWER (TALKING TO THE MINISTER) LEAVING THE NATIONAL PRESBYTERIAN CHURCH AFTER ATTENDING THE THANKSGIVING DAY SERVICE WITH MRS. EISENHOWER ON NOVEMBER 28. As is reported elsewhere in this issue, President Eisenhower suffered a mild stroke on November 25. Grave world-wide concern about his recovery was set at rest when the President attended a Thanksgiving Day service only three days later. On November 29 the President, who was still "maintaining his excellent progress," motored to his farm at Gettysburg. He was expected to return to the White House on December 2.



CELEBRATING SIR WINSTON CHURCHILL'S EIGHTY-THIRD BIRTHDAY AT CHARTWELL ON NOVEMBER 30: (L. TO R.) LADY CHURCHILL, LORD MONTGOMERY, MR. RANDOLPH CHURCHILL, SIR WINSTON, AND HIS GRANDSON, WINSTON.

Sir Winston Churchill spent his eighty-third birthday at his home at Chartwell, with members of his family and Field Marshal Viscount Montgomery, who was a guest for the week-end. Sir Winston received a great number of telegrams and birthday greetings from all over the world, and issued a message to express his "very warm thanks" to all those who so kindly sent him messages.



FOR SIR WINSTON'S EIGHTY-THIRD BIRTHDAY: A 15-LB. ICED BIRTHDAY CAKE WITH ONLY ONE CANDLE ON IT.



# PUPPET MASTER OF THE WARS OF THE ROSES.

"WARWICK THE KINGMAKER." By PAUL MURRAY KENDALL.\*

An Appreciation by SIR JOHN SQUIRE.

A FEW years ago Mr. P. M. Kendall published a biography of Richard III—one of the most controversial characters in our history. The traditional image of him which has come to us is the creation of Tudor historians, amongst whom, from the popular point of view, Shakespeare must be ranked. The claim of Henry VII to the throne was so flimsy as to be non-existent, but his usurpation could be made more palatable if his opponent at Bosworth were shown as the blackest-hearted murderer who ever wore a crown. At the same time the mere fact that a Tudor historian stated something as a fact does not necessarily prove that he was lying, and, after all these years, a dispassionate examination of the evidence should be possible. That is what Mr. Kendall did with regard to Richard. He did not try to make a "case," for or against; he nothing extenuated and set down naught in malice; the result was a portrait far more convincing than any hitherto painted, and one set against a background brilliantly envisaged by a learned and imaginative scholar.

Mr. Kendall (who seems to feel what Yeats called "the fascination of what's difficult") has now set himself to face a more enigmatic personality: Warwick the Kingmaker. It is safe to say that there is no man in all our annals whose name is so famous and of whose character, tastes and aims so little is known. We haven't even a picture of him. There are, amongst the illustrations in this book, reproductions of paintings of Philip the Good and Charles the Rash of Burgundy (the latter traditionally known in England as "Charles the Bold," and I don't think that Mr. Kendall's new label, with its tincture of private condemnation, will stick), of Edward IV (we must accept the statement that he was six-foot-four tall, but the general report that he was the handsomest man in England is certainly belied by the ham-face here reproduced), of his wife Elizabeth Woodville, of Louis XI and of the sad saint Henry VI—but there is none of the legendary Kingmaker. I cannot believe that a man of such renown never sat for his likeness—if not in England, at any rate in Flanders, where the art of portrait-painting was then at its height. Possibly in some castle, museum, or abbey, or even convent, of the Low Countries, there may still stare smokily from a wall a time-darkened picture of a late mediæval man labelled "Portrait of an Unknown Nobleman," by (?) Jan van Eyck. He was evidently a great man; but how great, and in what way, and why?

The Tudor historians tell us little about him. They were simply not interested: to them he was merely a leader amongst the tribes of bold, bad barons who tore England and themselves to pieces during those Wars of the Roses, which were bred of the interminable French War, the disputed succession, and the "weakness" of Henry the Sixth. I could wish that Mr. Kendall would next devote his attention to Henry the Sixth, although he was not a warrior at all, but, for a large part of his life, a figurehead or totem captured by one faction or the other (ultimately and quietly murdered at the command of the cultivated Renaissance Prince Edward IV), and otherwise a poor meek parcel to be posted.

He, though occasionally and vaguely indicated, lingers in my memory after I have read this book more than all the ferocious fighting figures Warwick and Charles "the Rash," or the crafty figures (Louis XI and Edward IV), of whom a good notion can be derived from that enchanting, truthful and humane chronicler, Philippe de Commines, and that veracious author of "Quentin Durward," Sir Walter Scott. G. K. Chesterton, who, academically, knew little of the "scientific" sort of history which the last generation of historians preferred, wrote, about forty-five years ago,



FROM A FIFTEENTH-CENTURY MANUSCRIPT: THE TOWER OF LONDON, SHOWING OLD LONDON BRIDGE IN THE BACKGROUND. (British Museum.)  
Illustrations reproduced from the book "Warwick the Kingmaker," by courtesy of the publishers, George Allen and Unwin.



KING OF ENGLAND FROM 1461-70: EDWARD IV, BY AN UNKNOWN ARTIST.  
National Portrait Gallery.

"A Short History of England." It was, in a way, a strange history. I don't think it mentioned a single date: not even "1066," let alone "all that." But he did, unless my memory betrays me, have a chapter about "The Strength of the Weak Kings." I can't remember whether Henry III was in his catalogue: a King who, in an age of turbulent barons and dynastic ambitions, had a genuine passion for architecture. I suppose that Charles I, the greatest connoisseur of painting who ever sat

on a throne, must have been praised by him; and Henry VI must surely not have been overlooked.

He was strangely bred. In Shakespeare's "Henry the Fifth" the victorious Harry woos the French Princess and tells her that between them they will breed a boy who "will go to Constantinople and take the Turk by the beard"—Shakespeare, who postulated a "sea-coast in Bohemia," overlooked the fact that the Turks, in Henry V's time, had not arrived at Constantinople. The son of Harry of Agincourt didn't want to take anybody by the beard. He was an artist and a dreamer born into a world of riot and row. He was a patron, friend, and collaborator of John Dunstable, who was not only the first

of all great English composers (I don't forget "Sumer is icumen in" and the "Agincourt Song") but a pioneer in Europe, as Purcell was later. He was the founder of Eton, and of King's College, Cambridge: his chapel still stands there, but his whole grand plan was never carried out. The "royal saint" deserves commemoration. It was a pity that he should have been married to such a clever, vulpine woman from France. Their only boy, married to Warwick's daughter, was slain at the battle of Tewkesbury, as Mr. Kendall maintains; or murdered after it, as others maintain.

I fear that, after reading this conscientious work, I am no closer to Warwick than I was before: though I have a better notion of his chops and changes than I had before. As I read the book I thought I was getting the "Wars of the Roses" into order, which I have never done in my life before—Ludlow, two St. Albans, Towton, Wakefield, Barnet—and Warwick killed at Barnet. All those encounters have, after being sorted out, become unsorted in my mind again.

Warwick was killed at Barnet. There is a reproduction here of a manuscript miniature showing Warwick being speared in the midriff by Edward IV. No such thing happened: the fleeting, heavily armoured Warwick was caught by Yorkist nobodies, his vizor was lifted, and he was stabbed in the throat, to death. A few minutes later a messenger arrived from Edward IV saying that Warwick was, on no account, to be killed.

There is an Epilogue to this work. The descendants of the leading characters are traced; if they have royal blood, they are as surely murdered as any Sultan's nephews on the Bosphorus. "When King Edward, pushed by the Woodvilles, finally had the feckless Duke of Clarence executed in 1478 for his interminable plotting, young Edward was permitted to retain the earldom of Warwick. The moment Henry Tudor won at Bosworth, he clapped Clarence's son behind bars, for the boy was now the heir

to the House of York, and the little Earl of Warwick never drew a free breath after. When the Spaniards let it be known that they hesitated to permit Katherine of Aragon to marry Henry VII's elder son, Prince Arthur, while so dangerous a claimant to the English throne remained alive, Henry trumped up a charge of conspiracy against the lad and murdered him legally."

Henry VIII proceeded with the extinction of the Blood-Royal. "Clarence's daughter Margaret became a favourite of Henry VIII. He called her the most saintly woman in England, and he

created her Countess of Salisbury. In the end, however, he executed her eldest son, Lord Montagu, and sent the saintly Countess to the block when she was old and helpless.

"So ended Richard Neville's grandchildren, hunted to death by the Tudors because they were vessels of the royal blood of England. That they were descendants of the Earl of Warwick was of no importance." That, I suppose, is one of the reasons why Warwick's Nevill relations are still in the House of Lords as Marquises of Abergavenny.



WIFE OF EDWARD IV: ELIZABETH WOODVILLE (1437?-1492), BY AN UNKNOWN ARTIST.  
Queens' College, Cambridge; photograph by Edward Leigh.

\* "Warwick the Kingmaker." By Paul Murray Kendall. Illustrated. (Allen and Unwin; 30s.)

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 1000 of this issue.





ONCE A PROUD WARSHIP OF THE BRITISH NAVY: *CORNWALLIS*, WHICH IS NOW BEING BROKEN UP. DISMASTED AND CLEARED TO THE MAIN DECK, SHE HAS SERVED AS PART OF A LANDING JETTY AT SHEERNESS SINCE 1865.



(Above.) DURING THE BOMBARDMENT OF SVEABORG IN 1855: *CORNWALLIS* ATTACKING THE SANDHAMN FORTS—A DETAIL FROM A LITHOGRAPH.

(Reproduced by courtesy of the National Maritime Museum, Greenwich.)



(Right.) IN THE EARLY STAGES OF THE BREAKING-UP OF *CORNWALLIS*: MUD BEING WASHED AWAY INSIDE THE HULL WITH A POWERFUL HOSE.

#### THE END OF A 144-YEAR-OLD WARSHIP: THE WOODEN WALL *CORNWALLIS* BEING BROKEN UP AT SHEERNESS.

*Cornwallis*, one of the Navy's old wooden walls, launched in Bombay in 1813 and since 1865 part of a landing jetty at Sheerness Dockyard, is at long last being broken up. Taking her name (which had been borne by four naval ships before) from Charles, Marquis Cornwallis (1738-1805), a noted Governor-General of India, *Cornwallis* carried 74 guns and a crew of 590 men, and was of 1809 tons. She took part in the China War of 1840-42, and after being fitted with steam engine and screw, was in operation

in 1855 in the campaign against the Russians in the Baltic, and it was at this time that she was engaged in the bombardment at Sveaborg. *Cornwallis* was the first warship commissioned for the Coast Guard Service when it was reorganised under the Admiralty, and during World War I was commissioned as H.M.S. *Wildfire*. The ancient three-decker is stoutly built, and no forecast has yet been hazarded by the ship-breakers as to when the breaking-up will be completed.





THE STONE-FACED SOUTH FACADE OF HAILEYBURY COLLEGE, WITH THE DOMINATING CHAPEL DOME VISIBLE BEHIND.



TO THE EAST OF THE MAIN QUADRANGLE: ON THE RIGHT, THE CRICKET PAVILION, AND NEAR THE CENTRE, PART OF BIG SCHOOL.

SCENES WELL KNOWN TO HAILEYBURIANS: THE SOUTH FACADE, THE CRICKET PAVILION AND BIG SCHOOL.

Haileybury College was founded in 1862, and was incorporated by Royal Charter two years later. The original school buildings had been designed by William Wilkins, the architect of Downing College, Cambridge, and of University College, London, as a training school for the East India Company. The East India College, which had moved to Haileybury from Hertford Castle in 1809, was closed in 1858 when Indian affairs were taken over by the Government. The history of the Imperial Service College, which amalgamated with

Haileybury in 1942, began with the foundation in 1874 of the United Services College at Westward Ho!, with a master from Haileybury as its first Headmaster. The U.S.C.—where Rudyard Kipling was educated and the scene of his novel "Stalky and Co."—became the Imperial Service College when it moved in 1912 to Windsor. The College was incorporated by Royal Charter in 1931. When Haileybury and the Imperial Service College amalgamated, the senior part of the school was established at Haileybury and the Junior

Drawn by our Special Artist, Dennis Flanders.

[Continued opposite.]





AT A FAMOUS HERTFORDSHIRE PUBLIC SCHOOL: A VIEW FROM THE FORM ROOM BLOCK TO THE LODGE AT HAILEYBURY.  
IN THE BACKGROUND CAN BE SEEN BIG SCHOOL.

*Continued.]* School at Clewer Manor, Windsor. The original school buildings at Haileybury were arranged by Wilkins to form a large quadrangle. The outward south side of the quadrangle is a long, stone-faced, one-storey façade, broken by one central and two side porticos, which looks out across pleasant parkland and a playing field. Originally the central feature in the quadrangle was the pediment and cupola on the north side, but both this and the southern façade are now completely dominated by the large Byzantine-type chapel which was

erected in 1876 to a design by Sir Arthur Blomfield. In recent years, both the east and west porticos have been reopened to give access to the quad, and this has brought back into everyday use the fine terrace which runs the length of the south façade. Before the west portico is a memorial in honour of the many old boys of the two schools who have won Victoria Crosses, and in the centre of the terrace is a First World War memorial cross. The latter is just visible in one of the drawings. New additions to the school buildings in the

*Drawn by our Special Artist, Dennis Flanders.*

*[Continued overleaf.]*





A VIEW OF THE CHAPEL AT HAILEYBURY COLLEGE—WITH WHICH RUDYARD KIPLING'S OLD SCHOOL—THE SCENE OF "STALKY AND CO."—WAS INCORPORATED IN 1942.

*Continued.*  
early part of this century were the Form Rooms, to the west side of the quad, and Big School, on the east. These buildings were designed by Sir J. W. Simpson and Maxwell Ayrton. Leading to the Form Rooms is a fine chestnut avenue, and where this joins the Hertford-Hoddeston road stands the school African War Memorial of 1903, an obelisk designed by Reginald Blomfield. The appearance of the quad was once again altered when, in 1936, Sir Herbert Baker's boldly designed apse, shown in the drawing above, was added to the chapel. Also at this time, the interior of the chapel itself was made more restrained and

simplified. An earlier feature had been a great abundance of mosaic work. Sir Herbert Baker also designed the school dining hall, which was built in the early 1930's in honour of the Old Haileyburians who fell in the First World War. The Memorial Hall, as the dining hall is known, is situated to the north of the quad, and in style it is not altogether dissimilar to the apse. On the interior walls of the Memorial Hall hang many portraits of masters and noted old boys, and the large domed ceiling is decorated with armorial designs. The tables and forms are beautifully carved by Robert Thompson, a well-known Yorkshire-

craftsman whose death occurred quite recently. Also in the dining hall, carefully preserved in a glass case, is a book containing the names of old boys who have fallen on the field of battle. A notable event in the history of Haileybury took place in connection with the relief of Mafeking. To show their patriotic fervour, and possibly also to annoy their Headmaster, who was suspected of having pro-Boer sympathies, the boys took a half-holiday without authority and spent the afternoon marching in a high-spirited procession through the nearby towns of Ware and Hertford. Following this the Headmaster personally administered a

beating to seventy-two members of the Upper School. One of the boys who suffered in this wholesale punishment was one Attlee, C. R. The honour he later brought to his school by becoming the first old boy to be Prime Minister was perhaps not received with altogether unmitigated rejoicing by all old and present Haileyburians! The College is situated in open country about twenty miles from London. It is some 300 ft. above sea-level and surrounded by heath and woodland. Much of the woodland has been bought by the Old Haileyburian Society, and between them the School and the Society own about 400 acres.

*Drawn by our Special Artist, Dennis Flanders.*





### NATURE'S WONDERLAND. SERIES II. NO. 3: FAVOURITES IN ZOOS BUT RECEDING IN THE

Bears include some of the largest of the carnivores. Even the smallest of them, the Malayan or Sun Bear, ranging from Burma to Borneo, is 4 ft. long. The well-known grizzly of North America is up to 8½ ft. long and may weigh up to 880 lb. The real giants are, however, the Kenai and Kodiak bears, which reach a length of 9 ft. or more and a weight of 1650 lb. The polar bear is usually 7 to 8 ft. long but may reach 9 ft., with an average weight of 900 lb. for the male and 700 lb. for the female, although a well-grown male can have a maximum of 1600 lb.

The polar bear is the only truly carnivorous bear, and is separated from the remaining bears by its polar habitat, its colour and semi-aquatic habits. Apart from this all bears, whether polar, brown or black, are relatively uniform in build and appearance, forming a compact family, the *Ursidae*. Heavy in build, they are all practically tail-less, and move on broad, flat feet, each bearing five toes with non-contractile claws. The brown and black bears usually inhabit wild and mountainous country, as well as forests, for they like to be near cover.

Drawn by our Special Artist, Neave Parker, F.R.S.A.

### WILD EVERYWHERE—BEARS, WHICH ARE AMONG THE LARGEST OF THE CARNIVORES.

For the most part they do not use their great strength against man, but when provoked or cornered, and especially in defence of the cubs, they can inflict grievous injuries with blows from their strong claws. In spite of their great strength they are more adapted for seeking out small animals living under logs and stones, and for gathering berries and other wild fruits, than for catching and killing larger prey. Roaming singly or in family parties, seeking whatever food may be in season, they add wild honey to their diet, as well as seeking out

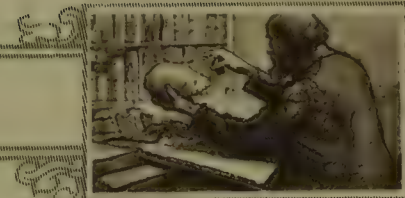
the nests of wasps and wild bees, to eat grubs, comb and all. Often the diet is varied with fish, which the bears scoop out of the shallows with a skilful flipping action of the paws. In none of these things do they compete seriously with human interests, yet everywhere their numbers have been reduced. This is to a large extent on account of their unreliable temper. As cubs they are friendly and playful, but as adults their great strength and weight, and especially their sharp claws, cause them to be potentially dangerous, even when friendly disposed.

with the co-operation of Dr. Maurice Burton.





## THE WORLD OF SCIENCE.



### ANTING: A MISLEADING TERM?

By MAURICE BURTON, D.Sc.

DURING the five months that have elapsed since I gave an account of a rook behaving like a phoenix, in the issue of July 6, matters have been taken considerably further. Then, it was possible to publish little more than the bare fact that here was a rook which "anted" on burning straw. The interpretation of the action had to be left in doubt. Since then it has been possible to formulate a variety of hypotheses to account for it, to make further observations and to have the advantage of a number of suggestions put forward by readers. As to this last, there has been a steady trickle of letters from the British Isles, and several countries in Europe, from North America, Africa, Australia and New Zealand. The questions, suggestions and information these contained, together with my own observations, have fitted into the jig-saw in a quite exciting manner.

The majority of correspondents have put forward the view that both anting and the addiction to fire and smoke might be an endeavour to rid the body of external parasites. That was almost the first theory propounded to account for anting in its strict sense. It seems the most obvious explanation, and it is the one most widely held. It is, however, the fact that there is positive evidence against it. Briefly, this is that birds known to be free of parasites have anted as freely and persistently as those known to be verminous. If anything, "clean" birds indulge in it more than those infested with parasites. Another suggestion is that anting is sexual in origin. The arguments against this are that both sexes are known to ant and to do so outside the breeding season as well as during it; and fledglings have been seen to ant, as early as six days out of the nest.

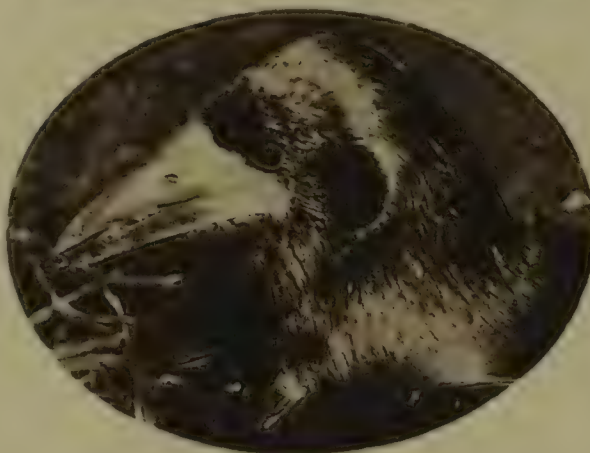
A more piquant suggestion is that it may have some parallel with human fire-walkers who, in a state of trance, can walk through fire without injury. Birds anting, whether with ants or flames, or anything else, show signs of ecstasy but not of trance, and there have been rare occasions when a bird has burnt itself, although not seriously. Nevertheless, this suggestion cannot be wholly discarded at this stage.

Another idea, contained in a letter from Portuguese East Africa, reached me in a co-incidental manner. It is often reported that when bush fires sweep across the country, birds flock in to the advancing line of fire and smoke. The usual explanation is that the smaller birds go there for the insects driven out, and that the birds-of-prey go for the small mammals fleeing the fire. Having seen birds anting in the fire and smoke of heath fires in this country, it suddenly occurred to me that birds flocking to bush fires generally might be similarly attracted, and not, as is usually supposed, to feed. Two days later the letter from Africa reached me putting forward precisely this idea.

Many of the letters received told of tame or wild birds that showed an unusual fondness for snatching lighted cigarettes. The culprits in each instance were members of the crow family. Of these birds some were reported to me as "dancing" on bonfires or heaps of hot ashes. On the other hand, one which had proved itself an addict to lighted cigarettes avoided actual flames with an appearance of terror. Where possible I have

made special journeys to see these birds for myself, and it is very clear to me that while I may have been the first to set this avian thermophily on record, "fire-dancing" has been seen by many people even if they did not always realise its significance.

In the course of my own studies since July I have noted that in preening birds commonly extend one, and sometimes both, wings, and often twist the tail to one side. After taking advantage of every opportunity to watch birds preening it had seemed to me that the anting attitude



THE HEAD OF THE ROOK (SHOWN BELOW) SEEN IN A CLOSE-UP PHOTOGRAPH SHOWING THE GLOBULES OF SALIVA INSIDE THE SLIGHTLY PARTED MANDIBLES. DURING "ANTING" THE FLOW OF SALIVA IS OFTEN COPIOUS AND DRIPS FROM THE BIRD'S BEAK.



IN THE ATTITUDE OF A PHOENIX: A ROOK "ANTING" ON BURNING MATERIAL IN THE MANNER WHICH HAS BEEN FULLY DESCRIBED BY DR. BURTON IN PREVIOUS ARTICLES DEALING WITH THIS SUBJECT.

Photographs by Jane Burton.

represented no more than an intensified form of the preening movements. If that be so, then it is necessary to look for some property common to all substances known to induce anting. These substances include ants that exude formic as well as those exuding citric and butyric acids, and also such things as lemon-juice, vinegar, moth-balls, aromatic leaves, certain berries, lighted cigarettes, hot wood ash and naked flames. Could it be that these had in common the quality of heat, either in the form of actual heat or the impression of heat on the tongue? It was while pondering this problem that my attention was drawn to the *Wilson Bulletin* for September last, in which Lovie M. Whitaker has reviewed the literature on anting. Although I was already familiar with this there

was one original observation, put forward by this author, that interested me considerably. This American ornithologist had also come to the conclusion that heat was the stimulus to anting, and had, moreover, had the courage and initiative to test this by taking ants between the teeth, to record that at first a sweet taste was noticed followed by a burning sensation in the mouth.

Could it be that it is a burning or similar sensation on the tongue which induces the so-called anting performance? One thing we had originally noted when our rook anted with fire was that his beak filled with saliva. So far as I am aware, nobody writing on anting has recorded this elsewhere, but we have seen it since in other birds. Thus, a magpie offered wood ants (*Formica rufa*) did not ant, but salivated heavily. Another rook not only salivates with ants and flames but also when it picked up a nettle. It did not ant with the nettle, in spite of the formic acid, but saliva dripped from its beak.

Hitherto, the attention of investigators has been concentrated on what was happening to the ant, and it may be that the salivation always occurs but has been consistently overlooked. The tongues of birds are highly sensitive, and it may be that the contact of hot or pungent substances induces a neuro-muscular reaction, such as is known to follow the use of similar substances in human foods. Spices such as peppers and curries have such an effect, and in some the result is to produce a feeling of well-being. Stimulation of the taste-buds on the tongue by some substances is also known to be an energiser.

Up to this point, speculation has been allowed to carry the story forward, and there is little more than this to carry it on to my final hypothesis. This further speculation is based upon three observations. First, of a parrot that I had been watching for about an hour. During that time it had been active, moving about, whistling and calling, and punctuating its performances with repeated vigorous preening. Then suddenly it seemed to reach a climax. At this point it screamed several times, threw itself into vigorous contortions, spread its wings, twisted its tail to one side and passed its head rapidly up and down under one wing. That is, for a moment it assumed the anting posture.

We had seen something similar in a young wood-pigeon being handled. When given green peas it opened its wings, trembled and passed the head under one wing. A similar thing was seen in a magpie.

My guess is therefore that anting, for which there is so far no satisfactory explanation, represents a posture assumed at the height of excitement, and that it is normally associated with stimulation of the taste-buds primarily by heat or the impression of heat. If this hypothesis is correct it would mean that the anting posture is not an innate reaction to ants, and it would mean that ants, *per se*, have little to do with it. It would also mean that in calling it "anting" we have been subconsciously leading ourselves along the wrong line of investigation. Certainly, the alternative hypothesis proposed here offers the greater promise of resolving the many perplexing contradictions that have puzzled those studying the problem of anting.



# PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



**THE LEADER OF THE NEW ZEALAND LABOUR PARTY WHICH WON THE RECENT GENERAL ELECTION: MR. NASH.**

Mr. W. Nash is leader of the Labour Party which won forty-one seats out of eighty in the General Election in New Zealand, which was held on Nov. 30. The National Party holds 38 seats and there is to be a by-election for the remaining seat, owing to the candidate's death just before the General Election.



**TO CAPTAIN OXFORD AT WEMBLEY: R. W. TRIMBY.**

Robin W. Trimby, who was educated at Forest School, and is at Hertford College, is to captain the Oxford University soccer XI which is to meet Cambridge at Wembley to-day, Dec. 7. On November 30 Oxford, playing a final preparation match before Wembley, defeated a scratch Pegasus side in Oxford by four goals to one.



**CAPTAIN OF THE CAMBRIDGE SOCCER XI: J. BEDDOWS.**

John Beddows is to captain the Cambridge University soccer XI which is to meet Oxford at Wembley this year. He was educated at Normanton Grammar School, and is at Emmanuel College. The Cambridge side includes six Blues, and there is only one freshman, R. J. English (Workington G.S., Manchester University and Magdalene).



**THE TALKS WITH THE BRITISH HONDURAN DELEGATION BROKE OFF: MR. G. PRICE.**

Mr. G. Price, Leader of the People's United Party and of the Honduran delegation which came to London for talks on the Colony's affairs, arrived back in Honduras on Nov. 30 after the Colonial Secretary broke off the negotiations. Mr. Price had talks privately with the Guatemalan Minister in London concerning, it is understood, a federation of British Honduras and Guatemala.



**AN EMINENT ARCHAEOLOGIST DIES: DR. O. G. S. CRAWFORD.**

Dr. O. G. S. Crawford, a noted archaeologist, died during the night of Nov. 28-29 aged seventy-one. He was appointed in 1920 Archaeology Officer of the Ordnance Survey (Southampton), a position he held until 1946. Of his series of "period" maps of Britain that of Roman Britain was best known. His "Man and His Past" appeared in 1921. He was Founder and Editor of the quarterly *Antiquity*.



**THE DEATH OF A WORLD-FAMOUS SINGER: SIGNOR BENIAMINO GIGLI, THE GREAT ITALIAN TENOR.**

Signor Beniamino Gigli, the great Italian singer who was widely regarded as the supreme tenor since Caruso, died in Rome on November 30 aged sixty-seven. Gigli, the son of a village shoemaker, made his debut at Rovigo in 1914. In 1920 he started his twelve-year association with the Metropolitan Opera House, New York. He made his first appearance at Covent Garden in 1930 and sang in England for the last time in 1955.



**THE DEATH OF A ROYAL OCTOGENARIAN: THE LATE PRINCE GEORGE OF GREECE.**

Prince George of Greece, who was the last surviving of the seven children of George I, King of the Hellenes, died in Paris on Nov. 25, aged eighty-eight. He was an uncle of the Duke of Edinburgh and the Duchess of Kent, and a godfather of the Duke of Cornwall. At the beginning of this century Prince George was High Commissioner in Crete. He was a frequent visitor to this country.



**KILLED WHEN A TOWER COLLAPSED AFTER A KENT FIRE: MR. L. A. PEARCE, OF THE MAIDSTONE FIRE BRIGADE.**

Six men, three of them firemen, lost their lives on November 29 when a massive stone ventilation tower collapsed on a wing of the Oakwood Mental Hospital at Maidstone, Kent, after a fire in the building. Among the dead were Assistant Divisional Officer L. A. Pearce, of the Maidstone Divisional Fire Brigade Headquarters, and two men from Loose fire station.



**A WELL-KNOWN COMEDIAN: THE LATE MR. LESLIE HENSON.**

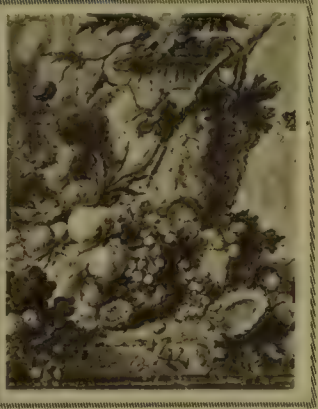
Mr. Leslie Henson, the comedian, died suddenly on December 2 aged sixty-six. His first appearance in the West End was in "Nicely Thanks" at the Strand Theatre in 1912. In association with Mr. Tom Walls he was later responsible for some notable productions including: "Tons of Money." His "indiarubber" face and croaking voice endeared him to theatregoers.



**COMMANDER OF THE ROYAL RESEARCH SHIP SHACKLETON, HOLED IN THE SOUTH ATLANTIC: CAPTAIN N. R. BROWN.**

After being lodged in pack-ice for some days *Shackleton* broke out on Nov. 29 and continued her voyage south. That night she struck an iceberg and was holed below the waterline. After several anxious hours Capt. Brown and his crew had the situation in hand and at the time of writing *Shackleton* was reported to be making slow progress to South Georgia.





# IN AN ENGLISH GARDEN.

“WHAT sort of rock would you advise me to use?” is a question which I have been asked innumerable times by amateur gardeners who were on the point of

starting a rock garden. Not an easy question to answer off-hand. There are so many factors to be considered, the most urgent of which is, usually, the question of cost, and the cost is ruled to a very great extent by transport—rail, or road. Other things being equal, therefore (a silly saying, they never are), it is obviously best to buy a local rock, if there is a local rock in your part of the country, or, failing that, rock from a quarry as near home as can be found. The next thing will be to get a quotation from the quarry-owner for the quantity of stone you require, either delivered, or at the quarry.

If the rock garden is to be quite a small affair, with no more than a ton of rock or even less, such elaborate scoutings and quotations as I have suggested will probably be unnecessary. There are many nurserymen and vendors of “horticultural sundries” up and down the country who stock good quantities of one or more types of rock for sale, and in many cases the budding rock gardener may find it convenient and economic to buy from such a source. In any case, it will be as well to inspect the rock, whether at a quarry, or in the nurseryman’s yard, and to stipulate not only the type of rock required—sandstone, limestone or what-not—but to indicate roughly the sized pieces required, so much in lumps the size of a fox-terrier, or thereabouts, and a few chunks as big as collies or Labradors. If the buyer can arrange to be on the spot when the rock is being loaded, so as to be able to regulate sizes, and pick out any special rocks that he feels will be useful and attractive, he will find it time well spent.

By far the most popular and attractive type of rock is the water-worn limestone of Westmorland and North-West Yorkshire. Unfortunately it is also one of the most expensive. During the years that I was making rock gardens professionally, I used far more of this stone than any other. It lends itself to rock-garden building most delightfully, especially if the builder has studied it in the wild, so to speak, on its native moorlands. Its quiet blue-grey colour and the curious and interesting shapes it has taken by age-long exposure to the elements make it an ideal setting for Alpine and mountain plants. But let me give one warning. For rock gardens in the country it is ideal. But in towns it is a lamentable failure, an eyesore. In London or any big town this rock loses all its bloom and blue-grey tone, and so becomes as white and gaunt as a collection of dry bones. Time after time I have seen rock gardens—most of them could only be described as “rockeries”—laid out in the precincts of blocks of somewhat superior flats in London and other large towns, obvious “builders’ jobs” or ignorant commercial “landscape” work.

Only ignorance could be guilty of using this lovely stone in conditions in which it could only become hideous in a very few years. I have recently seen photographs of a very extensive and presumably costly rock garden which has been made in the University Botanic Gardens at Cambridge. It looks—judging by the photographs—like a typical example of competent building

## WHAT ROCK TO USE.

By CLARENCE ELLIOTT, V.M.H.

such as one sees occasionally among the better rock-garden exhibits at Chelsea. But I confess that I am wondering how the atmosphere of Cambridge will treat this rock. Will the air pollution of the town be sufficiently concentrated to ruin the whole effect? But no, there must surely be quite a number of rock gardens, built of this water-worn limestone, in the near vicinity of the Botanic Gardens which could not have failed to act as a danger signal to those responsible for choosing this type of rock, if the local atmospheric pollution is sufficiently severe to bleach and ruin everything. No, no, the authorities must surely have reassured themselves on this point.

Among quarried rocks—as opposed to the picturesque water-worn formations—there are various types of sandstone which are excellent for the rock garden. Coming, as most of them do, in slab or chunk form, it is necessary to build the rock garden in irregular terraced formation, with the rock sitting back comfortably with its

sandstone called millstone grit. It may be had in very large pieces, and stands up well to winter weather. But there is something about millstone grit which I personally have never liked very much, and it seems to be slow in toning down and weathering from its quarry rawness. However, plants like it, and they like the various sandstones, too. Such rocks are porous, and the roots of Alpine plants seem to enjoy questing in the cool moisture beneath the half-buried stone. For that reason the sandstones are good. Always try to give plants what they enjoy—within reason. I confess I am no sort of geologist, and often I have met various types of limestone, brown in colour, and often picturesquely water-worn, with deep crevices and fissures which are ideal for isolated specimens of truly saxatile Alpine plants.

I have seen this type of rock occasionally in Cheltenham and neighbourhood, but have never discovered where it occurs “in the wild.” The most desirable of all limy rock formations for growing dwarf tufted saxatile Alpines is tufa. It is a water-formed rock, produced by much the same chemical natural process as stalactites. It is a curiously spongy-looking rock, and many people, on first seeing it, think that it is of volcanic origin. It varies greatly, some pieces being so soft and spongy that one can bore a hole into it with the blade of a penknife. Some pieces, on the other hand, are extremely hard, though porous, and to cut a hole into such tufa requires a cold chisel and a hammer. All lime-loving Alpines appear to like tufa, and grow in—and on—it to perfection. Many of the Kabschia saxifrages, for instance, especially *Saxifraga tombeanensis*, *S. burseriana* and *S. aretioides* are never so happy as when planted in a deep hole cut into a big chunk of tufa. But unfortunately this wonderful rock is relatively rare in this country, and is by no means easy to obtain, especially in large pieces. But it is astonishing how many choice dwarf and lovely Alpines can be established and grown to perfection on the face of a miniature tufa cliff, constructed with no more of the rock than would half-fill a garden barrow. For making stone troughs and sink rock gardens tufa is unsurpassed.

One last word. A rock garden made of raw, newly quarried stone is usually a rather distressing sight for the first year or two, until the spread of mosses and lichens has mellowed and toned it down. But there is a very simple trick for hastening this mellowing growth. Boil a quantity of rice in water, and pour off the liquor into a separate container and leave it to become cold. If your proportions of rice to water have been correct, the liquor will cool down to a stiff jelly. Warm up this rice jelly, and water it, still warm, over your rocks, from a can with a fine rose. Just moisten the rocks. No more. As it falls upon the cold rock the warm rice water will cover the rock with a thin film of the rice jelly, which had set on cooling in the basin, and on this film the spores of mosses and of lichens will settle and germinate and grow, and so weather and mellow the stone at a much earlier date than if it had been left untreated. This trick is, I believe, of Japanese origin. I have applied it many times, not only on rock but upon raw brick-work, and even cement and concrete, with great success.



“BY FAR THE MOST POPULAR AND ATTRACTIVE TYPE OF ROCK IS THE WATER-WORN LIMESTONE OF WESTMORLAND AND NORTH-WEST YORKSHIRE. UNFORTUNATELY IT IS ALSO ONE OF THE MOST EXPENSIVE.”

Photograph by J. E. Downward.

natural grain or stratum as near its original lie in the quarry as may be. There are some types of sandstone which stand up to exposure in the rock garden extremely well. But there are others which are soft, and which break up and crumble under the influence of severe frost in a very serious way. It is important to make sure before buying that the sandstone is not of the crumbling type. Then there is a rather hard, coarse form of

## A SOLUTION TO EVERY GIFT PROBLEM.

THE gift of a subscription to *The Illustrated London News* is surely the ideal choice on the occasion of weddings and anniversaries of friends, relatives or business acquaintances at home or abroad. Fifty-two copies of *The Illustrated London News*, together with the magnificent Christmas Number, will be a continuing reminder of the donor and provide twelve months of interesting reading and the best pictorial presentation of the events and personalities of the day. For readers in the United Kingdom the simplest way is to place orders with any bookstall manager or newsagent; or a cheque or postal order may be sent to our Subscription Department. For readers outside the United Kingdom we suggest the simplest method is to buy an International Money Order (obtainable at post offices throughout the world) and send this with your requirements to our Subscription Department.

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THE CLOSING OF THE ROYAL NAVAL DOCKYARD AT HONG KONG: AN AERIAL VIEW OF THE DOCKS, WHICH WILL BE FINALLY CLOSED IN 1959.

THE Government has decided to close the naval dockyard at Hong Kong, it was announced on November 28. The closing is to be gradual, and is expected to be complete by late in 1959. The saving is estimated at £1,500,000 per year. The shutting down has been necessitated by current reorganisation of naval forces and their shore support throughout the world in view of the Government's revised defence policy. H.M. ships are to continue to operate in Far Eastern waters and a smaller base will be retained in Hong Kong island. Arrangements are being made to help the 4700-odd redundant dockyard workers to find other work. The Hong Kong civil dockyard will continue as in the past.



ANOTHER VIEW OF THE NAVAL DOCKYARD AT HONG KONG, TAKEN FROM THE HILLSIDE SEEN IN THE UPPER PHOTOGRAPH.

AN EFFECT OF THE GOVERNMENT'S REVISED DEFENCE POLICY: CLOSING THE HONG KONG NAVAL DOCKYARD.



## FROM A KENT TRAGEDY TO THE ANTARCTIC: A MISCELLANY.



AN ACCIDENT IN WHICH SIX PEOPLE LOST THEIR LIVES: A VIEW OF OAKWOOD HOSPITAL, MAIDSTONE, WHERE A TOWER COLLAPSED AFTER A FIRE.

Following a fire at Oakwood Mental Hospital, Maidstone, on November 29 part of the building, a tower, collapsed, killing six people and injuring twelve. Three of the dead were firemen, one was a patient, and two were members of the hospital staff. The fire was the fourth at the hospital in the past two months.



CLEARING AWAY THE DEBRIS AFTER THE COLLAPSE OF THE TOWER AT OAKWOOD MENTAL HOSPITAL ON NOV. 29.

(Right.)

AFTER THE DECISION TO STRIKE HIS NAME OFF THE MEDICAL REGISTER: DR. JOHN BODKIN ADAMS LEAVING THE G.M.C. OFFICES IN LONDON ON NOVEMBER 27.

The disciplinary committee of the General Medical Council on Nov. 27 directed that the name of Dr. John Bodkin Adams, of Eastbourne, should be erased from the register. The hearing at which the decision was taken was in public and lasted just under two hours. Dr. Adams was charged with having been convicted at Lewes Assizes on July 17 on his own confession on fourteen charges, involving forged prescriptions and failure to keep a register of dangerous drugs.



FOR DEFYING GUNMEN IN A POST OFFICE HOLD-UP: MISS L. M. DYER, A SUBPOSTMISTRESS OF CALF HEATH, WOLVERHAMPTON, BEING PRESENTED WITH A NOTECASE AND 20 GUINEAS BY THE POSTMASTER-GENERAL ON NOV. 25.



ON HER WAY TO THE ANTARCTIC BEFORE HER ACCIDENT: THE ROYAL RESEARCH SHIP SHACKLETON, WHICH WAS HOLED WHEN SHE HIT AN ICEBERG ON NOVEMBER 29.

As is told elsewhere in this issue, the Royal research ship *Shackleton* was damaged when she hit an iceberg in the South Atlantic. *Shackleton* had left Southampton on October 1 for a round trip to assist in relieving the Falkland Islands and Dependencies survey bases, and had 28 British scientists on board. After the accident these were taken off by H.M.S. *Protector*, one of the vessels to answer *Shackleton's* distress signals.



CLEARING AN EAST-COAST MINEFIELD TWELVE YEARS AFTER THE WAR BECAUSE OF DANGER CAUSED BY SLIDING CLIFFS: A ROYAL ENGINEERS SERGEANT UNCOVERS A LANDMINE NEAR CROMER, NORFOLK.

A minefield stretching from Mundesley to Overstrand on the East Coast, hurriedly laid in 1940, was not cleared at the end of the war owing to the great danger involved. Following partial collapse of the cliffs by the minefield, mines have been washed out to sea, coming to shore elsewhere, and it has now been found necessary to clear the minefield. Since 1947 the minefield has been enclosed. The second soldier shown above is using a mine-detector.



## LAND AND AIR: NEW BUILDINGS; AND A CONVERTED U.S. AIRLINER.



**NEAR BILLERICAY: THE ANIMAL HEALTH TRUST'S NEW FARM LIVESTOCK RESEARCH STATION WHICH WAS TO BE OPENED BY THE DUKE OF EDINBURGH.** The Animal Health Trust's new Farm Livestock Research Station near Billericay, Essex, was to be formally opened on December 6 by the Duke of Edinburgh. The station, which occupies buildings on some 60 acres, has been functioning since the summer when the Trust's livestock section was moved there from its former site at Houghton, Huntingdonshire. In addition to research work, the station provides clinical and diagnostic services for the farmer, acting in collaboration with veterinary surgeons.

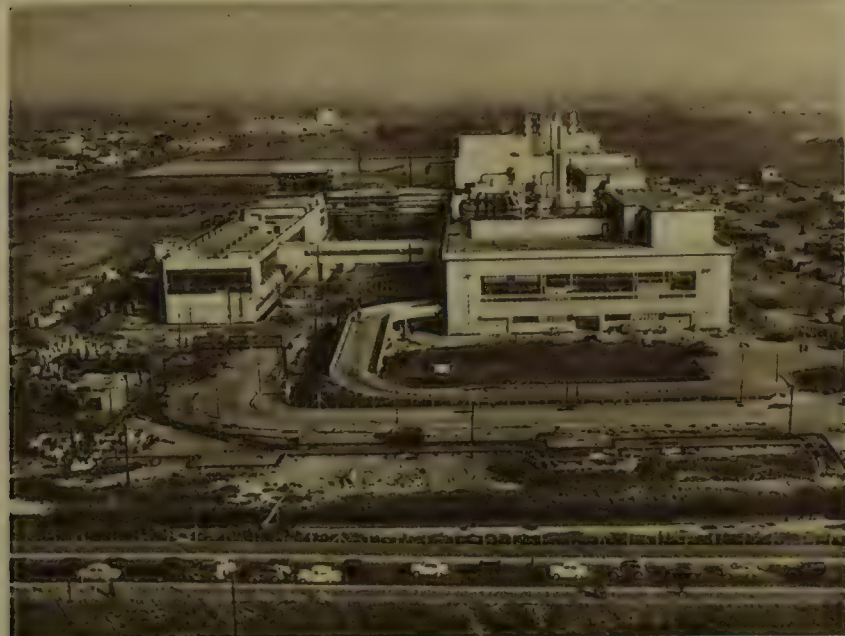


**A YEAR AGO: THE SCENE WHEN EXCAVATION STARTED FOR A NEW OFFICE BLOCK IN KNIGHTSBRIDGE FOR THE BOWATER PAPER CORPORATION LTD.**



**A YEAR LATER: THE NEW KNIGHTSBRIDGE OFFICE BLOCK, SHOWING ITS BASIC STRUCTURE COMPLETED THREE WEEKS AHEAD OF SCHEDULE.**

The seventeenth and topmost floor of the new office block, 68-114, Knightsbridge, was completed in November, just over three weeks ahead of schedule. The building, due for final completion in November 1958, consists of four main blocks arranged in a rectangle, of which a seventeen-storey tower block 170 ft. high is believed to be the tallest office block in London at present. A 70-ft.-wide dual carriageway, linking Knightsbridge and South Carriage Drive, passes through the centre of the building. The architects are Guy Morgan and Partners, with Bylander Waddell and Partners as consulting engineers. The main contractors are Taylor Woodrow Construction, Ltd.



**A NEW LOOK FOR DAGENHAM'S RIVERSIDE SKYLINE: THE FORD MOTOR COMPANY'S NEW THAMES FOUNDRY WHICH WILL SOON BE IN FULL PRODUCTION.** The Ford Motor Company Limited's new £8,000,000 Thames foundry, which will soon be in full production, is one of the most advanced of its type in the world. Its two buildings cover a ground area nearly three times that of St. Paul's Cathedral. The foundry is planned for a daily capacity of approximately 400 tons of castings—about two-thirds of the total Ford output. The best possible working conditions have been provided.



**OFF TO THE U.S.: THE CREW WHICH TOOK THE CONVERTED ELAND-CONVAIR 340 AIRLINER TO AMERICA FOR AIRWORTHINESS TESTS.**

On November 15 a Convair 340 airliner, with Eland propeller turbine engines fitted in this country by the makers, D. Napier and Son, landed at Santa Monica, California, after having flown from the U.K. via Iceland, Labrador and Canada. It was flown to the U.S. for airworthiness certification tests set by the Civil Aeronautics Administration. Our photograph shows the airliner's captain, Mike Randrup (centre), with other members of the crew.



## 1897 TO 1957: THE DIAMOND JUBILEE OF THE ROYAL AUTOMOBILE CLUB.



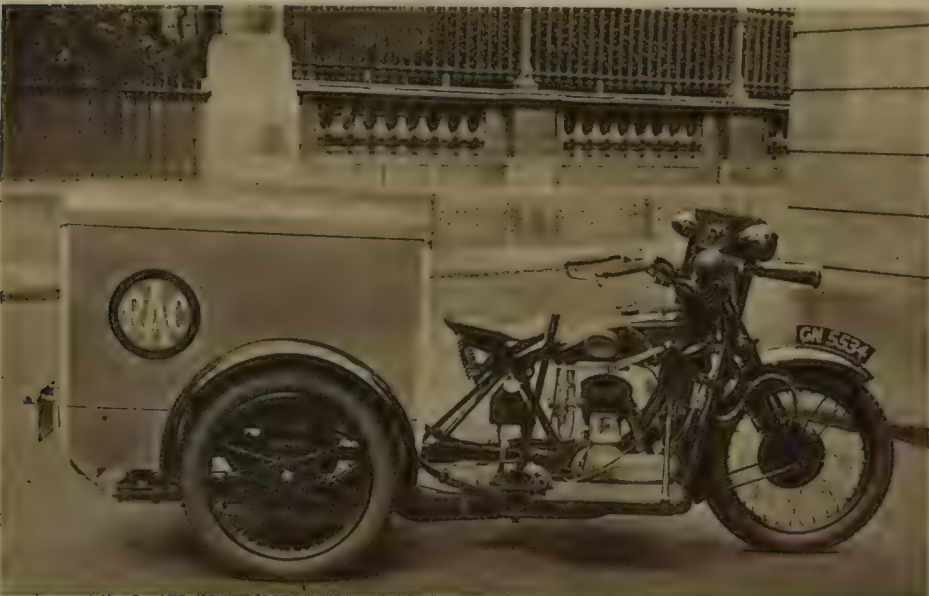
ON DECEMBER 8, 1897—THE DAY THE R.A.C. WAS FOUNDED; CROWDS OUTSIDE THE CLUB'S FIRST HOME IN WHITEHALL COURT WATCHING A HORSELESS CARRIAGE DEMONSTRATION.



WHEN THE R.A.C. ORGANISED TOURS FOR BRITAIN'S FIRST AUTOMOBILE ENTHUSIASTS: A HAPPY SCENE DURING A VISIT TO STONEHENGE JUST BEFORE THE TURN OF THE CENTURY.



INVESTIGATING WHAT WAS THEN A SERIOUS PROBLEM: A 12-H.P. SUNBEAM TRAVELLING AT SPEED IN A DUST-RAISING TRIAL OF 1905 ORGANISED BY THE R.A.C.



A TYPE OF VEHICLE TESTED BY THE R.A.C. IN 1932 BUT LATER ABANDONED IN FAVOUR OF THE MOTOR-CYCLE COMBINATION: THE RALEIGH KARRYALL.



A ROYAL AUTOMOBILE CLUB INNOVATION OF TWENTY YEARS AGO: A ROADSIDE LIGHTING-UP TIME INDICATOR AT COBHAM. TABLES OF LIGHTING-UP TIMES CAN NOW BE OBTAINED BY MEMBERS ON REQUEST—ONE OF THE R.A.C.'S MANY MODERN SERVICES.



TWO FASHIONS WHICH ARE NOW OUT OF DATE: AN EXPERIMENTAL ROAD SIGN FOR BRISTOL, BATH AND YEOVIL, BEING INSPECTED BY A LADY OVER TWENTY YEARS AGO IN A DISTINCTIVE COSTUME OF CIRCA 1930.



A MEMBER OF A R.A.C. SERVICE WHICH SUPPLEMENTS THAT OF THE UBIQUITOUS ROAD SCOUT: A "PATROLETTE" WITH HER MOBILE OFFICE.



A RECENT R.A.C. INNOVATION: THE AERIAL PATROL. HELICOPTERS, IN RADIO CONTACT WITH THE GROUND, ARE USED AT BIG MOTORING EVENTS FOR CROWD AND TRAFFIC CONTROL.

The Royal Automobile Club, the senior of Britain's two great motoring organisations, was founded on December 8, 1897, and to commemorate the Club's Diamond Jubilee an exhibition has been arranged and a luncheon is to be given on December 8 this year to the six surviving founder members. The exhibition, "The Age of the Motor Car," was opened in London earlier this year, and is now to be seen at Bristol City Museum until December 12, after which it is to be shown in Plymouth, Norwich and Hull. With its

many interesting models and relics, and some fine paintings, the exhibition has proved extremely popular. A number of paintings show exciting moments in the history of motor racing, an activity with which the R.A.C., as controlling authority for all types of motor sport in Britain and the Commonwealth, has always been closely associated. The exhibition ranges from police summonses of 1896 for exceeding 2 m.p.h. without the necessary pedestrian walking in front to an impression of the Rover Gas-Turbine Car.



# FROM ROWLANDSON TO VAN GOGH: WORKS IN TWO CURRENT LONDON EXHIBITIONS.



"THE CASTLE AND ST. NICHOLAS'S CHURCH, NEWCASTLE, FROM THE TYNE": A WATER-COLOUR BY THOMAS M. RICHARDSON (1784-1848), IN FRANK T. SABIN'S CURRENT EXHIBITION. (18½ by 17½ ins.)



"MUCH WENLOCK PRIORY RUINS, SHROPSHIRE, JANUARY 1802": A FINE DRAWING BY PAUL SANDBY, R.A., (1725-1809). (Water-colour: 12½ by 20½ ins.)

THERE is a wide variety in Frank T. Sabin's current Exhibition of "Old English Water-colour Drawings," which is to be seen at Park House, Rutland Gate, S.W.7. Included among them is an impressive group of over twenty drawings by Thomas Rowlandson, some of which are fascinating reflections of the life and customs of his time. The exhibition also has several water-colours of topographical interest, such as the fine Thomas Malton of the Royal Terrace, Adelphi, just after its completion. There are a hundred works in the exhibition of "19th and 20th Century European Masters," which continues at the Marlborough Gallery, 17-18, Old Bond Street, until December 20. Among them is Corot's fine "*La Blanchisserie à Chaville*," from the Weinberg Collection, and the interesting portrait by Modigliani—"The Little Gipsy," painted in 1915. Among the sculpture are eight of Daumier's amusing bronze figures, and two fine pieces by Degas.



"THE FIGHT BETWEEN RICHARD HUMPHRIES AND SAMUEL MARTIN ON A STAGE AT NEWMARKET, MAY 3, 1786": AN IMPORTANT WORK BY THOMAS ROWLANDSON (1756-1827). (Water-colour: 18½ by 27½ ins.)



"PONT DE BOURG, ST. AUDELL": ONE OF SEVERAL DRAWINGS BY PAUL SIGNAC (1863-1935) IN THE MARLBOROUGH GALLERY'S EXHIBITION OF 19TH AND 20TH CENTURY EUROPEAN MASTERS. (Pencil, pen and ink on buff paper: 27½ by 35 ins.)



"PAYSANNE BECHANT": A WORK OF HIS NEUNEN PERIOD BY VINCENT VAN GOGH (1852-90), WHICH WAS FORMERLY IN A GERMAN PRIVATE COLLECTION. THE MARLBOROUGH GALLERY'S EXHIBITION CONTINUES UNTIL DECEMBER 20. (Oil on canvas: 16½ by 12½ ins.)





**"ENGLISH CHURCH PLATE"** (Oxford University Press; £6 6s.), by Charles Oman, has been a dozen years in the making, is a monumental piece of scholarship and, at the same time, completely fascinating. The author makes his way steadily through the years from 597 to 1830, giving us innumerable notes and 200 plates, and commenting upon the changes in style as they occurred during this long period. He also does much more. Instead of merely treating his difficult subject as if it were only a matter of the development of one phase of a noble craft, he draws upon his wide knowledge of ecclesiastical history to relate the surviving pieces—and how few they are!—to the troubled events of the past. Most of us, if we have ever bothered to consider the question, have concluded that the chief despoiler of churches was Henry VIII and after him the seventeenth-century Puritans. True enough, Henry remains the robber *par excellence*, but several of his predecessors, though for rather different reasons, can claim a fair share of discredit. I would recommend particularly the long chapter entitled "The King as Spoiler," in which the author concludes that "the long period of immunity from the onslaughts of rapacious kings which the plate of the English churches enjoyed during the latter part of the Middle Ages has tended to make the spoliation which began under Henry VIII appear unique. Whereas the Norman, Angevin and early Plantagenet kings pruned the plate of the English churches, the Tudors went far towards eliminating it." Under the former "the indirect levy on plate, whereby the monastery was obliged to pay in cash, was to become a routine affair. It left to the Abbot the onus of selecting the treasures to be consigned to the melting-pot and, since the church-vessels were recognised as a reserve of capital to be used in an emergency, it caused little ill-feeling." The most celebrated instance of the direct levy was the churches' contribution towards the ransom of Richard I—not a request but an order. Unquestionably a wise and learned volume which will remain a standard work for many years to come.

From Church Plate to Jewellery is not a great step and Erich Steingraber, in his "Antique Jewellery" (Thames and Hudson; £3 3s.), traces its development for kingly and ecclesiastical ceremonial and for secular use from the period of Charlemagne down to the year 1900. It is a handsome volume, with eight colour plates and 333 excellent illustrations, and well translated from the original German. An informative introduction provides the reader with a detailed description of the art of cutting diamonds—a technical matter rarely dealt with in books of mainly antiquarian interest—and we learn a great deal about the symbolism of the various stones and their use in powdered form as medicine. (Lorenzo de Medici, on his deathbed in 1492, was dosed with powdered diamonds and pearls.) But all this is naturally subsidiary to the narrative of the gradual change in style as the centuries pass and to a change in opinion. The author points out that "until the fourteenth century, the function and symbolism of a brooch or belt were inseparable from its decorative value, but at the courts of the Kings of France and Dukes of Burgundy, jewellery becomes mere beautiful decoration and is thus given its modern significance," and adds that "the *Livre des Métiers* by Etienne Boileau, which was issued between 1258 and 1269 for the Paris guild, still lists goldsmiths and jewellers together. The new development, however, is closely allied to the gradual growth of the independent jewellers' trades." How much has been lost? Who knows? There is space perhaps in this brief note for one nostalgic story. When Charles the Bold was defeated at Grandson in 1476 the Swiss captured

## A PAGE FOR COLLECTORS.

Reviewed by FRANK DAVIS.

### NEW BOOKS FOR COLLECTORS.

his jewels, among them a pendant with a diamond surrounded by three rubies—known as "The Three Brothers." The jewels were spirited away by members of the Swiss municipality and sold to Jakob Fugger. In 1543 they were in the possession of Henry VIII and have since vanished. They are known only from miniatures made to the order of the Basle Municipality and Jakob Fugger.

A reprint of Chippendale's famous "The Gentleman and Cabinet Maker's Director" comes from The Connoisseur (£4 4s.)—the 1762, that is the third, edition of the folio volume which helped to make Chippendale's reputation and also made furniture history; the first publication of its kind to appear in Europe. (I hesitate to write "in the world" because one never knows what may be

latter and his brethren taken as seriously as Rembrandt or Velasquez. It is not easy to write of painting in terms which can be readily understood by young people who have not perhaps lived in close contact with works of art. Though it is possible to accuse these two American authors of a lack of balance in their judgment of certain schools, their courage in tackling this immense subject, their choice of illustrations, their determination to avoid jargon as far as that is possible and their general air of sweet reasonableness, makes this handsome book a memorable and highly decorative introduction to one of life's major pleasures.

A new Skira volume from A. Zwemmer—"Early Medieval Painting"—at £7 15s., with ninety-eight reproductions in colour, is an altogether more adult production. It deals with mosaics, frescoes and illuminations produced in Western Europe between the fourth and eleventh centuries—a period which, in spite of remarkable achievements in isolated places—for example, in Anglo-Saxon England—can scarcely be said to have produced works of universal fame. After all, in spite of fervent apologists, the Dark Ages really were dark; all the more reason, therefore, to welcome the evidence provided here of so much brightness, from Roman frescoes to the Benedictional of St. Aethelwold, that marvellous Anglo-Saxon manuscript until recently at Chatsworth and now the property of the nation. As usual, the colour plates are superb, and the volume is to be followed by another, "Romanesque Painting," by the same two authors, André Grabar and Carl Nordenfalk.

A pioneer work on "Liverpool Porcelain" (Batsford; £6 6s.) is by Dr. Knowles Boney, who is the owner of a large personal collection and has devoted many years to the study of a ware which, so far, has not been the subject of a standard monograph.

Another useful reference book covers a wider field. "The Concise Encyclopædia of English Pottery and Porcelain" (André Deutsch; £6 6s.), by Wolf Mankowitz and Reginald G. Haggard, is businesslike and factual, providing adequate though not good illustrations, with all possible names, dates and marks.

A book on "Dwarfs and Jesters in Art" with ninety illustrations (Phaidon; 27s. 6d.), deals learnedly with a somewhat narrow theme, while "Caricature From Leonardo to Picasso," by Werner Hofmann (John Calder Ltd.; 36s.), includes such apparently dissimilar caricaturists as Goya, Beardsley, Cruikshank, and Klee. Thoughtful commentaries on eighty examples.

"The Life of Christ in Masterpieces of Art" (Max Parrish; 55s.) is a beautiful production in which forty-four colour plates by great masters are used to adorn suitable extracts from the New Testament narrative. Illustrations range from twelfth-century stained glass at Chartres to Titian. Simple and sincere introduction by Marvin Ross. A perfect Christmas present.

"Christ and the Apostles" (Studio Ltd.; 45s.) contains 100 plates, and a commentary by F. M. Godfrey. Sound and sensitive art history from the Ravenna mosaics to Tiepolo.

"The Female Nude in European Painting" (Longmans, Green; 45s.) consists of 150 paintings from prehistory to the present day with an introduction by J.-L. Vaudoyer. Many famous works, some few little known. What a very long way from Memling's delicious "Bathsheba" to Picasso's "Reclining Nude With a Violin"!

Finally, "The Changing Face of Beauty," by Madge Garland (Weidenfeld and Nicolson; £2 2s.), is an agreeable review of dress and undress throughout the centuries, half-seriously straddling the fence between art and the tricks of photography. Good humoured and, I should say, sure of a social success.



"ADORATION OF THE SHEPHERDS," BY MARTIN SCHONGAUER (c. 1430-91): ONE OF THE FINE COLOUR PLATES IN "THE LIFE OF CHRIST IN MASTERPIECES OF ART" (MAX PARRISH), WHICH IS AMONG THE SELECTION OF "BOOKS FOR COLLECTORS" REVIEWED IN HIS ARTICLE THIS WEEK BY FRANK DAVIS.

discovered some day about the Chinese.) In a brief introduction Ralph Edwards has some cogent remarks to make about the theory put forward in the United States in 1929 that Chippendale was merely the head of a successful business and that the designs in the book were by Lock and Copeland—that Chippendale, in short, in his somewhat boastful preface, was claiming credit for what was not his; Mr. Edwards, who has examined the so-called "Lock 'scrapbooks'" in the Victoria and Albert Museum, is convinced that the 1929 theory went too far, that Chippendale may reasonably be credited with a substantial proportion of the designs—that his responsibility was, in fact, far greater than was thought. This to me seems more than likely. I find it difficult to believe that he could have achieved his reputation solely by using other men's brains, and it is no great crime on his part if he made rough sketches himself and handed them over to others to finish.

"The Picture History of Painting," by H. W. and Dora Jane Janson (Thames and Hudson; £4 4s.—3½ gns. if purchased before December 31), contains over 500 illustrations, a great deal of colour, and contrives in remarkably simple terms to present a review of the painting achievements of mankind from the Stone Age painters of 20,000 years ago to the work of Klee, Miro and Dali—the



## WATER-COLOURS BY EDWARD SEAGO.



"EVENING SUNLIGHT, PONZA": IN THE EXHIBITION OF RECENT WATER-COLOURS BY EDWARD SEAGO AT MESSRS. COLNAGHI. (10½ by 14½ ins.)



"THE ELM TREE": A VIGOROUS WORK AMONG THE ENGLISH LANDSCAPE STUDIES IN EDWARD SEAGO'S CURRENT EXHIBITION. (10½ by 14½ ins.)



"QUAYSIDE, SINGAPORE": ONE OF THE WATER-COLOURS DRAWN BY EDWARD SEAGO WHEN HE ACCOMPANIED THE DUKE OF EDINBURGH ON HIS RECENT WORLD TOUR. (10½ by 14½ ins.)

THERE are some fifty works in the Exhibition of Recent Water-Colour Drawings by Edward Seago, which continues at Messrs. P. and D. Colnaghi, 14, Old Bond Street, until December 20. A large proportion of them are views of Ponza, a small Mediterranean island—one of the Pontine group some fifty miles west of Naples. Mr. Seago has drawn this charming island and its small harbour in all its various moods. There are also a group of water-colours drawn while Mr. Seago was accompanying the Duke of Edinburgh on his World Tour some twelve months ago—among them a number of Antarctic scenes. The studies of the English scene include the impressive "London Riverside" and several drawings of Mr. Seago's native Norfolk. Finally there are four colourful flower studies.

## FINE DUTCH OLD MASTERS.

THE Exhibition of Dutch, Flemish and Italian Old Masters continues at the Leonard Koetser Gallery, 13, Duke Street, St. James's, until December 31. In addition to the two Dutch landscapes shown here there are outstanding examples by Hendrick Averkamp and Abraham C. Begeijn. The still-lives and flower-pieces include fine works by Jan van Kessel, Joris van Son, Jacob van Es and J.-B. Oudry. Among the Italian works there is a powerful composition by Alessandro Magnasco and also two views of Dresden by Antonio Joli. It is interesting to note that two of the principal works in the exhibition have come to this country from American collections. The catalogue is being sold in aid of the National Fund for Poliomyelitis Research.



"WINTER LANDSCAPE, VIEW OF THE HAARLEMMER POORT AT AMSTERDAM," BY ALBERT MEYERINCH (1645-1714): IN THE EXHIBITION OF DUTCH, FLEMISH AND ITALIAN OLD MASTERS AT THE LEONARD KOETSER GALLERY. (Oil on canvas; 40½ by 30½ ins.)



"A WOOD WITH COTTAGES": A FINE WORK BY MEINDERT HOBBEEMA (1638-1709) WHICH WAS IN AN AMERICAN COLLECTION. (Oil on panel; 12½ by 15½ ins.)



"INTERIOR WITH GIRL SEWING," BY C. BISSCHOP (1630-74). THIS WAS IN THE COLLECTION OF THE MINNEAPOLIS INSTITUTE OF ARTS, U.S.A. (Oil on panel; 26½ by 19½ ins.)



# THE WORLD OF THE THEATRE.

## DAY AND NIGHT.

By J. C. TREWIN.

"FLOWERING CHERRY," which sounds like an idyll, is the name of a play about a failure. A dramatist who chooses such a theme as this has to guard himself against writing of weakness weakly. Robert Bolt, at the Haymarket, keeps his narrative taut. Not much happens—that is, if you go to the play looking for tempest and alarum—but I imagine that this study of futility and frustration will hold the memory when theatrical structures more elaborately designed have tottered and sifted to dust.

Jim Cherry is an insurance agent. He is also an abject failure in life, as much of a failure as St. John Ervine's Henry Clegg. True, at heart, he is far the better of the two. His trouble is his utterly ineffectual dreaminess. He is not for a minute "a dreamer dreaming greatly in the man-stifled town." He uses his rhapsodies and reveries as a kingdom of escape—less of a kingdom (we feel) than a petty principality, though even this is on the edge of dissolution. Weak (the word must recur), deceitful, blustering, physically vain, he takes refuge from the storm of the world in the Hesperides of his imagination. To us it is hazy day-dreaming; to him it is a regal life among the blossomed orchards. Jim Cherry may be insecure as an insurance agent, feeble as husband and father; but what he could not do if only he might go fruit-farming in his native Somerset! Look at these catalogues; order those trees; listen to Cherry as he is off into the day-dreams, the visions that must fleet to air. The man is one of the saddest of all weaklings: the dreamer who will reject the dream when at last it can come true. Here, assuredly, is the ultimate failure.

In outline the play about him is brief and simple. He lives in the suburbs. His wife toils and hopes, unable to nerve herself to the inevitable parting. His children, whom he does not understand and who do not bother to understand him, have some of his traits. They are both curiously shifty. The girl, an art student, has his gift for self-deception, and we can trace in the boy the dangerously uncertain figure of the man to be.

Unlike so many stage families, this one impresses us as real. It has, let me say, the family face: plainly, husband, wife, son and daughter have been one household through the dreary years. There can be no future for Jim; but the dramatist establishes him so firmly that we hear ourselves asking, now and then, about his past, visualising for ourselves the sordid, hopeless little life during which his dream of Somerset and the golden West has become a consolation in any trouble. Behind him his own quite ordinary childhood has become a vision of a burnished world where heroes, Homeric almost, strode among the blossom, bending pokers with a mighty twist, or taking gigantic draughts of "scrumpy" (and nectar).

It is absurd, pathetic, disastrous. Somewhere, early, the man went wrong. He has surprising moments. He can move into unexpected eloquence, remembering, say, the plain of Somerset, with Wells upon the horizon. His rhapsodies can summon Frith Banbury, the director, has used background music to heighten them, and Sir Ralph Richardson speaks them with an almost fierce eagerness as Jim tastes every word and inflection, and the landscape of his self-created paradise grows in his mind.

Sir Ralph is the actor for such a part as this. It may be a mannered, an idiosyncratic, performance, but the self-conscious, calculated, way with a word, a phrase, a movement, can create the person for us with a truth that terrifies. When we listen to Sir Ralph as he speaks the mildly comic "Scrumpy" (and adds, in gratuitous explanation,

sensitive about me," says the man. Just a Good Fellow, in fact, One of The Boys, and intolerably sad. (Would he—though the point is infinitesimal?—use Sir Ralph's accent for the phrase *affaire de cœur*?)

At the première something in this Cherry's resolute buoyancy reminded me of "Q's" verse:

For the sleep of tired limbs,  
For the feast of meat and wine,  
For the merry laugh that brims  
Labour with a froth divine?—  
Pledge me this, and I am thine.

One could imagine Jim Cherry seeing himself in these lines as he raised his glass of scrumpy and gin, and Somerset shone and frothed round him. But, as Mr. Bolt shows, all the man does is to refuse the dream-orchard when his wife offers—and it is her last throw—to translate dream to fact. It is then that Cherry, timid, vain, miserable, hopeless—the adjectives stream—his western world drifted away in wreck, and its monarch left entirely alone, comes to a theatrical end that the dramatist has prepared for him, and that for me spoils the close of a moving play. Throughout, we have noticed the affinity with "Death of a Salesman," and the symbolic vision—it might be called "Death of an Insurance Agent"—during the last minute at the Haymarket returns us suddenly from reality to the stage, to the theatre of Miller and Kazan. Until then it has been a notable play, and with a performance by Celia Johnson, as the helpless wife, that is as impressive in its quiet emotion as Sir Ralph's in a manner more flamboyant. The young people, to whom an older generation means nothing, are also excellently done, especially the girl, acted by Susan Burnet, who will take all, who gives little, and who shows no special surprise at anything life may grant. An uncommon night, then. It would be better still if Mr. Bolt were to cut the last two minutes, and allow the curtain to drop on Celia Johnson's exit.

"O day and night," says Horatio, "but this is wondrous strange!" We have had the strange day-dream. I return, once more as a postscript, to the bitter comedy that I think of as a play of night: "Measure For Measure" in its present uncanny Old Vic performance. Uncanny because it is a shadowed world in which Angelo the Deputy, pallid precision, and Isabella the chaste, play out their drama of life and death. When I consider the production now, I remember less the exuberant comic decorations (apt though they are) than the moment when Angelo cries "From thee!"—the words are almost wrenched from John Neville—and, later, when Barbara Jefford's Isabella, in her finely-poised emotion, turns upon the

shrinking Claudio.

I have spoken already of Margaret Webster's understanding production. To-day I find myself repeating still the play's imagery of night and first dawning: "The vaporous night approaches," "Look, th'unfolding star calls up the shepherd." One small word. Richard Gale, who presents Claudio with all truth and directness, might yet make more of the epithet "thrilling" in "thrilling region of thick-ribbed ice." However sadly frayed it seems to us now, the Elizabethans knew it as "piercing." I think we ought to try to re-hear these words in the Elizabethan sense. Previously, I have suggested that a Macduff ought never to toss away the phrase, "One fell swoop": the first Macduff would not have spoken it as a cliché.



THERE IS "A PERFORMANCE BY CELIA JOHNSON, AS THE HELPLESS WIFE, THAT IS AS IMPRESSIVE IN ITS QUIET EMOTION AS SIR RALPH'S IN A MANNER MORE FLAMBOYANT": "FLOWERING CHERRY" (HAYMARKET), SHOWING JIM CHERRY (RALPH RICHARDSON) AND ISOBEL CHERRY (CELIA JOHNSON) IN A SCENE FROM THE PLAY.



"THE YOUNG PEOPLE, TO WHOM AN OLDER GENERATION MEANS NOTHING, ARE ALSO EXCELLENTLY DONE, ESPECIALLY THE GIRL, ACTED BY SUSAN BURNET": A SCENE FROM "FLOWERING CHERRY," WITH (L. TO R.) JIM (RALPH RICHARDSON); CAROL (SUSAN BURNET); JUDY CHERRY (DUDY NIMMO) AND TOM CHERRY (ANDREW RAY).

"country cider"), the fullness and relish, the passionate delight in what another Jim (Pinkerton) would have called "a boss word," can be Jim Cherry's own, nobody else's. "Nothing

### OUR CRITIC'S FIRST-NIGHT JOURNAL.

- "NUDE WITH VIOLIN" (Globe).—Robert Helpmann has now the leading part in a revised version of Noël Coward's comedy. (November 25.)
- "HEDDA GABLER" (Duke of York's).—Sian Phillips as Hedda in a R.A.D.A. matinée. (December 3.)
- "THE TUNNEL OF LOVE" (Her Majesty's).—Ian Carmichael in a version, by Peter de Vries, of the novel. (December 3.)
- "PADDLE YOUR OWN CANOE" (Criterion).—Moirá Lister, Nigel Stock, Violet Farebrother, Newton Blick, in a light comedy adapted by Lucienne Hill from the French. (December 4.)
- "THE TEMPEST" (Drury Lane).—Sir John Gielgud as Prospero and Alec Clunes as Caliban in the Peter Brook production from Stratford-upon-Avon. (December 5.)



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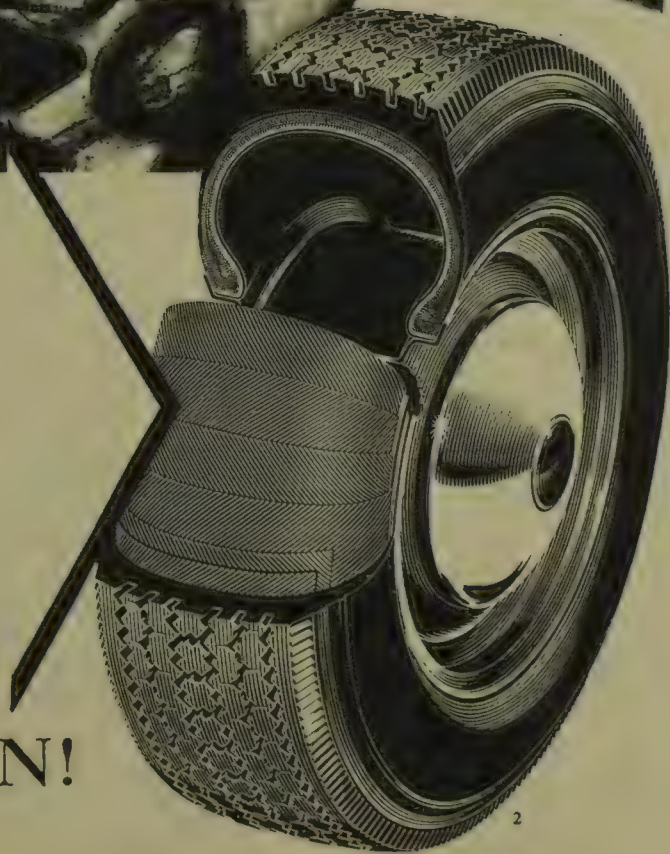
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## NOTES FOR THE NOVEL-READER.

## THE CHOICE OF THE WEEK.

AS the usual problem is want of space, it should be less difficult to review a book of short stories when one has very little to say about them. But then again, one can hardly summarise "A Bit off the Map," by Angus Wilson (Secker and Warburg; 13s. 6d.), in the words of Christopher Sly—"An excellent piece of work, would 'twere done." These are clever stories; to a well-constituted mind, they may not be tedious; and they are certainly, strenuously up to the minute. Or as the jacket says: "It goes without saying that the collection is marked with an unerring accuracy of contemporary detail and an (almost unholy) insight into off-beat individuals." The most (to me) vulgar instance of contemporary detail occurs in "More Friend Than Lodger"; I leave the curious to detect it. And the most vulgar example of the off-beat is the title-story. Its individual, a lone, lovely, moronic teddy-boy, "wants to know the Truth, sec." With this aim, he has attached himself to an Outsider-like genius named Huggett and his Crowd. One drunken evening, Huggett lets fall that while the sane are impervious to Truth, "even the next lunatic escaped from an asylum" is in the know about it. After the party, as Kennie is revolving this dictum on Hampstead Heath, he encounters a real lunatic. . . . The miming of Kennie's idiom, the television-view of The Crowd, the fake insight and artificial climax—everything here is an embarrassment. At the other end, there is vitality and even charm in "After the Show," with its young hero floundering in the realities of domestic drama, when he was expecting "The Wild Duck." Reality is dubious; but Maurice is thrilled. And he makes one smile; whereas it never occurred to me that "More Friend Than Lodger" was "surely one of the funniest stories since the war." Neat, amusing, yes; the confession of a publisher's wife who, "like almost everyone in England to-day," is in two minds about almost everything—security in particular. So she became interested in Henry's new author on suspecting he was a crook, let herself go as far as adultery, but finally hid her jewel-box. She has a forked tongue; but perhaps we are meant to agree with Rodney that she is "incurably middle-class." At least, the book is shiveringly class-conscious; it is apparently a reproach to belong to any class, but fatal to try and get out of it. For then you end up, like the married couples on the fringe of a council estate in "very flat country," with a view of Nothing.

## OTHER FICTION.

"Letter From Peking," by Pearl S. Buck (Methuen; 12s. 6d.), is a gentle, autumnal rhapsody on miscegenation. "Indeed," says Elizabeth in Vermont of her half-Chinese husband a world away, "indeed there is some magic in the mingling of blood." Her own mother was against Gerald, tried to prevent the match, thought it impossible to live in China; but Elizabeth has not a moment's regret—not even now, when it is all over. For indeed this story is over from the beginning. She and Gerald still love each other, but when the Communists came to power he sent her to America with the boy and stayed in Peking. Then, they were hoping for better days. But in his last letter—the last she will ever get—he asks her permission to take a wife-in-absence. So there will be no return, and on the death of "Baba"—old Dr. McLeod, who began it all by marrying a Chinese—her whole past will be wound up. Except that Rennie is a quarter Chinese, and should be proud of it, and marry a girl who will be proud of it. And he has a little brother who is Chinese; and though Elizabeth is back home for good, nothing can estrange her mentally from her other country. Slender but very graceful, with an exquisite semi-Chinese ghost in old Baba, and a rural background.

"The Black Cloud," by Fred Hoyle (Heinemann; 15s.), was a foreordained success or a rash act, according to how you look at it. For when a real astronomer takes to science fiction, naturally we are agog, but we also feel that he had better be good. Mr. Hoyle has made cheerful work of this hazard; he is remarkably good. I can't enter on his "phenomenon," which begins so modestly as a blank in the night sky: nor on the secret establishment that results; nor on his leading spirit, Dr. Kingsley, of Cambridge. But it has all far more fun and substance than we are used to.

The heroine of "Maiden's Prayer," by Joan Fleming (Collins; 10s. 6d.), has just emerged from a shadow-life in a tall old Hampstead house with a domineering mother and Mother's cat. Mother is gone; and Miss Maiden, though past her youth, is bubbling with eagerness. She will go to Spain. . . . But first she will sell the house, and buy a lovely thatched cottage. . . . and have a coat and skirt made to measure. This leads her to Mr. Tolyer, Mrs. Maiden's impeccable tailor for many years; while the quest for a cottage leads her to an estate agency and "Mr. Aladdin"—who resembles the Valentino of her girlhood—turns out to be the scion of a Persian prince, and is soon established under her roof as a future partner in the antique business. Gay and natural though macabre, with a heroine rash but not dumb, and an endearingly solid knight-errant.

## CHESS NOTES.

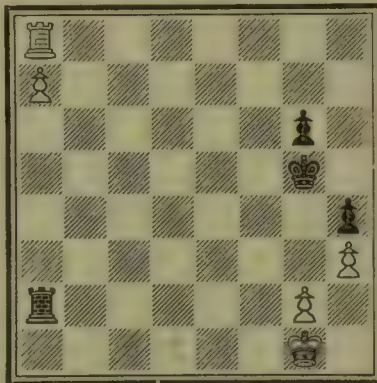
By BARUCH H. WOOD, M.Sc.

WITH only a point from his first three games and two from his first six, young Peter Clarke from Ilford had a tough start in the "zonal" tournament at Wageningen, his first test in an international tournament abroad. 3½ out of ten rounds, 3½ still out of eleven, 4 out of twelve—exactly the same percentage as after three rounds and six: the tale is one of a hard, grinding fight of youth against experience. In the thirteenth round he showed his fighting spirit by beating Troianescu of Rumania. His previous best had been a victory over Larsen (Denmark) in Round 9 which started with Larsen in second place.

Clarke had started the tournament with an experience which might well have taken the heart out of a player with less determination and sheer "guts."

This was the position he reached in his first-round game, after thirty-six moves and nearly five hours' play:

P. H. CLARKE, England.  
(Black)



(White)

L. ALSTER, Czechoslovakia.

With only a few seconds left for his next five moves, he played 36... R-R8ch; 37. K-B2, R-R7ch; 38. K-K3, R-R5; 39. K-Q3, and now resigned.

Going back to the diagram, we see that Black has no choice of moves to speak of. If he moves his rook off the queen's rook's file, White moves his rook away and queens his pawn next move. If Black makes any legal move with his king, White replies by checking with his rook and queens the pawn next move.

Clearly Clarke feared that the white king would reach QKt6 with the black rook at Black's QR4. Then White's QRP would be protected for one move and he could play his rook away without needing to check.

But Clarke needed only to play his rook at random along the QR file avoiding QR3 or QR4 when the white king reached QKt6; he could then check the white king from the rear—perpetually, in fact, unless the white king came down the board again, when the rook could simply return to the QR file once more.

A sad loss of half a point!

K. JOHN.

## BOOKS OF THE DAY.

## SOME IDEAS FOR CHILDREN'S CHRISTMAS PRESENTS.

IT is, of course, true that children cannot be parcelled up into age-groups as though they were so many herrings in a barrel. I decline, therefore, to assert dogmatically that the list of books in this review is suitable for boys or girls from the age of twelve-and-three-quarters to fifteen-and-a-half—such calculations being usually worthless—and will merely say that they probably would not interest tiny tots or sophisticated young men and women. I have only one word of advice for parents, uncles and aunts in their recurrent rôle of book-presenters: "Fit the book to the child, and not the child to the book." All the books on my list this week are good of their kind, and should find a happy home in some schoolroom or other.

First let me praise that enchanting volume, Walter de la Mare's "Collected Stories for Children" (Faber and Faber; 21s.), the real beauty of which will appeal as much to old age as to childhood. Mr. de la Mare's prose is as kind as starlight, and it sounds, to use his own words, "like the chiming of a distant silver bell." (And of course, like all poets, Mr. de la Mare thoroughly understands about cats.) A touch of the same kind of magic is to be found in Patricia Lynch's "Cobbler's Luck" (Burke; 9s. 6d.), the story of Liam Cassidy, a cobbler's apprentice, who weaves his lucky way through a maze of flying horses, wishing wells, enchanted lakes and leprechauns. (You need only to glance at the signature standing at the bottom of this column to understand that I can take any number of leprechauns!) In "Thérèse Martin" (Longmans; 12s. 6d.), Rosemary Haughton has told the story of St. Thérèse of Lisieux, the "little flower," in a way which wins her a place in the thin but laudable ranks of aseptic hagiographers.

Now we come to a group of books which I will call, for want of a more cheerful name, "informative." Why children should clamour so constantly for information on every possible subject, I have never understood, but so it is. These books should keep them quiet for a time, and leave them well-instructed in a number of topics. The chief merit of I. O. Evans's "The Story of our World" (Hutchinson; 12s. 6d.) is that it treats highly controversial issues of religion and history with real impartiality. "The Story of the Stamp," by James Watson (Faber and Faber; 15s.), is a useful short introduction to the ever popular hobby of stamp-collecting. "The Boys' Book of the Commonwealth," edited by Nicholas Monsarrat, and "The Boys' Book of Exploration," edited by Sir Edmund Hillary (both Cassell, 12s. 6d.), speak for themselves. Of the two, I found myself preferring the former, because of the ingenuity of Mr. Monsarrat's choice of extracts from twenty different authors, but there will be plenty to disagree with me. "The Commonwealth Annual" (Bruce and Gawthorn; 15s.) advertises itself, rather stuffily, as a "lavishly illustrated miscellany"—but that is just what it is, and very good, too.

In these days, every schoolgirl sees herself as a potential Pat Smythe. In Pat Smythe's own "Jacqueline Rides for a Fall" (Cassell; 10s. 6d.), Jacqueline is a rather conventionally nasty, spoilt brat who makes good in the end. She gets her fall—a thumping one—and I for one was not sorry. A lively story, with plenty of information about jumping and hunting. Helen Griffiths wrote "Horse in the Clouds" (Hutchinson; 12s. 6d.) when she was sixteen. It is a remarkably competent work, well thought out, well constructed, and well written. A slight tendency to the over-dramatic is kept under strict control. She writes of a wild stallion of the pampas, and I presume (we are not told) that she has lived in Argentina. But I should not be surprised to find that the story's background is a brilliant improvisation. "The Pony Club Book: No. 8" (Naldrett Press; 15s.) is not nearly as severely instructional as it sounds. There are short stories, historical pieces, and even a picture of a child riding a reindeer.

I shall end this week with two more groups of informative books. The first group proudly labels itself "The True Book" of this and that—"Animals," by Dr. Maurice Burton; "Insects," by John Clegg; and "Clocks," by Eric Burton (Muller; 7s. 6d. each). I found much to interest me here. "Not all the known mammals are described," modestly states the blurb on the dust-jacket of Dr. Burton's "Animals." But he writes pleasantly about a large assortment of creatures. Mr. Clegg is inclined to be stern about his insects. "Perhaps," he writes at the end, "this little book has made you think of these creatures in a different light." As to Mr. Burton, I am indebted to him for the information that when the Monarch dies, Big Ben strikes his age.

The last group is one of "famous thies-or-thats" of the world—"Railways," by B. G. Wilson and J. R. Day; "Locomotives," by Hamilton Ellis; "Racing Cars," by Dennis May (Muller; 8s. 6d., 9s. 6d. and 8s. 6d. respectively). These, of course, will be favourites with many boys, and it is nice to find that trains and motor-cars still keep their popularity in our age of nerve-racking aerial horrors. I am not looking forward to the Christmas when I shall have to review the "I.C.B.M. Annual" or "The Boys' Book of Sputniks."

E. D. O'BRIEN.





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Men are not equal and nothing points the fact more clearly than the manner of packing Christmas parcels. Those who *can* do this, do it with practised ease; those who cannot, are yearly held up to the ridicule and contempt of their womenfolk (who can seldom do it any better). The linen for Aunt Laura presents no problem, its maker having thoughtfully enclosed it within a neat cardboard case. But what of the thingummybob we bought in a moment of enthusiasm for Uncle Edward? Inevitably, there is nowhere in the house a box into which it will fit. Neither do we possess the materials (or the skill) with which to make one. We should, of course, have thought of this before we bought such things. But we never do. Next year we had better give Midland Bank Gift Cheques\* and side-track the whole problem. Or... maybe even *this* year (we rather liked the thingummybob ourselves, anyway).

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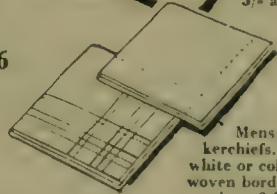


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## THE WORLD OF MOTORING.

### CAR OF THE MONTH—THE *FLYING SPUR* BENTLEY CONTINENTAL.

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.MECH.E.

FOR connoisseurs of fine cars there was one particularly interesting exhibit at the Earls Court Show in October, the *Flying Spur*. This is the name given to it by the coachbuilders, H. J. Mulliner Ltd., who designed and constructed the handsome four-door saloon body which is mounted on a Bentley Continental chassis.

Reasons for the unusual interest attaching to this car are that (1) hitherto the Bentley Continental saloon has been a two-door model of special light alloy construction, and (2) the *Flying Spur* four-door saloon of similar construction weighs no more than the conventional two-door design, 37½ cwt. with a full fuel tank. This is a matter of some importance, because the Continental chassis is designed for high performance, the engine having an 8 to 1 compression ratio and larger valves.

There should, therefore, be little or no difference between the two- and four-door saloons in acceleration, in which weight is of importance. As regards maximum speed, in which air resistance is a major factor, it is debatable whether the slightly longer four-door body with its more usual design of rear panels introduces any appreciable extra drag. There is, perhaps, a third point of interest in that this superb combination of chassis and body, both of which emanate from constructors of world-wide repute for the excellence of their products, costs £8033 17s., of which £5355 is the basic price and £2678 17s. the purchase tax.

As the car handed over to me for test has power-assisted steering, which is an optional extra at a basic cost of £110, plus £55 purchase tax, its total cost is £8198 17s. Naturally one is conscious of the great value of the car, and while that should not affect one's driving it does engender some extra thought as to the capabilities of other drivers. In London traffic, therefore, it becomes automatic to be a little extra cautious.

For all its size, and the Bentley is by to-day's standards a large car, with an overall length of 17 ft. 5½ ins. and width of 6 ft., it handles so easily and smoothly that it at once inspires confidence. The automatic transmission, with its hydraulic coupling, relieves the driver of clutch and gear operation entirely, and the power-assisted steering allows manoeuvring to be effected literally by a finger and thumb on the steering-wheel. There are, of course, only two pedals, accelerator and brake.

The engine can only be started with the gear-selector lever beneath the steering-wheel in neutral position, so that the possibility of starting in gear does not exist. On placing the lever in "4," and depressing the accelerator, the car glides away in first gear, and changes up automatically through second and third to top.

The road speeds at which the changes occur depend upon throttle opening and load, the transmission automatically selecting the most suitable ratio, and making upward or downward changes. On coming to rest, at traffic lights, for example, it automatically changes to first gear ready to move off again.

If swift acceleration for overtaking is required at speeds under 80 m.p.h. a flick of the selector lever into position "3" engages third gear, which is held until the engine r.p.m. rise to the permissible maximum at about 85-86 m.p.h., when top gear automatically engages. Thus the engine is protected against over-revving. The automatic action between first, second and third continues in this case, but with the selector in position "2" the second gear is held in engagement, for descending steep hills.

The driver thus has an over-riding control of the gears through the selector lever, as well as through a kick-down movement of the accelerator—at less than 30 m.p.h. kick-down will engage second gear.

The quietness and smooth running of the engine are proverbial, of course. The transmission also achieves a high standard of quietness, although it is just possible to detect when first and second are in operation. The changes take place quite smoothly, however, and although the gaps between the ratios are larger than with the optional synchromesh box, the flexibility of the engine easily accommodates them.

Apart from the lightness of the steering its freedom from road shocks is notable, at any rate on the type of surface such a car is likely to encounter. At speed, in a near gale, however, I found that I had a tendency to over-correct when sudden gusts caused some slight deviation from course. Doubtless this would be rectified by longer experience.

Of suspension, road holding and brakes little need be said; their high quality is one of the reasons for the cost of the car. The mechanical servo now shows little of the time lag it once displayed, and symptoms of brake fade are non-existent. One can use the high performance secure in the knowledge that the degree of road worthiness built into the car will not fail.

In the weather and road conditions at the time of my test, I had no opportunity of trying for maximum speed, but 100 m.p.h. was exceeded a number of times and once 105 m.p.h. was attained. There was then power in hand and the car was still accelerating, so that the ultimate speed might well

approach, or even exceed, 120 m.p.h. The tyres fitted were 8.0-15-in. Acceleration from rest is startling for such a large and luxurious car, and 30 m.p.h. is reached in under 4 seconds, while a half-minute will take it into the 90-m.p.h. range.

Bear in mind that this is not an open sports two-seater but a roomy saloon with all the convenience of four doors, ample headroom of 37 ins. over the front and 35 ins. over the rear seats, although the overall height is only 5 ft. 1 in., an interior width of 52½ ins., and generous leg room at front and rear. The shapely boot also provides space for much luggage, although it also carries the spare wheel flat on the floor with a fitted carpet cover. The boot lid is spring-balanced for easy opening.

Doors are hinged on their leading edges, and have positive checks to hold them open at 90 degrees, thus making for easy access to seats. The front seats are well bucketed to hold the occupants firmly at speed, have back rests adjustable for rake, deep foam rubber over spring cases for comfort, and a fold-down centre arm-rest as well as adjustable arm-rests on the doors. Recesses for maps and small articles are formed in the doors and in the central arm-rest. The rear seat is wide enough for three when its central arm-rest is folded back.

Indicative of the attention paid to minute details is the covering of the selector lever and ride control switch with black leather to prevent reflections in the wide curved screen, and the provision of a rest for the driver's unoccupied left foot. The top surface of the panel above the instrument board, which prevents reflections, is leather covered so that it shall not itself reflect into the driver's eyes. Instruments follow standard Bentley practice with speedometer and tachometer dials in front of the driver and the subsidiary dials between them.

Heating and ventilation are also standard, and very effective, as also is the electric demisting element incorporated in the large curved back-light. Thus the driver always has good rearward vision to supplement the excellent forward vision to which the thin screen pillars greatly contribute.

Small tools are rubber nested in a container tray beneath the front passenger seat, and larger road tools are housed in the boot by the spare wheel or under the bonnet.

In the gracefulness of its lines and proportions and in the excellence of its exterior finish and interior trim, with rich walnut veneer cabinet work, the *Flying Spur* worthily upholds the reputation of its builders.



"FOR CONNOISSEURS OF FINE CARS": THE *FLYING SPUR* BENTLEY CONTINENTAL.

The Bentley *Flying Spur* four-door saloon, with bodywork by H. J. Mulliner Ltd., is of the same total weight (37½ cwt.) as the conventional two-door design. Its price is £5355, plus £2678 17s. purchase tax. The automatic transmission relieves the driver of clutch and gear operation, and power-assisted steering is an optional extra, costing £110, plus £55 purchase tax.

R.A.C. This is a gift membership box incorporating an associate membership card entitling the recipient to all the benefits of the R.A.C.'s comprehensive motoring service for twelve months, "Get-you-Home" vouchers, car badge, telephone box key, and first aid outfit.

Richard Pape, the author and traveller, recently carried out a 6000-mile high-speed economy trial on a Hillman *Minx* from coast-to-coast across Canada and the U.S. The car maintained an average speed of 55 m.p.h. and the petrol consumption proved to be 35.7 m.p.g., a remarkable figure in view of the high speed.

The new Riley *One-Point-Five* was announced on November 6 and made its first public appearance at the Scottish Motor Show at Kelvin Hall, Glasgow. It is a four-door saloon of modern appearance powered by the 1489 c.c. B-series B.M.C. engine. Its maximum speed is given as 90 m.p.h., with 80 m.p.h. on third gear. Price is £575 basic, plus £288 17s. purchase tax, total £863 17s.

So popular has the Boulogne-Lyon car-sleeper express of French Railways proved that the service is to be doubled for 1958, and will run daily, except Wednesdays, from May 16 to October 3 from Boulogne, and from May 17 to October 4 from Lyon. A restaurant car will be attached between Laroche and Lyon, a 4½-hour journey, for the service of breakfast on the outward run and for dinner on the return journey. During the four months of the 1957 summer season the service carried 6000 cars and 18,000 passengers.

It has been announced by the Minister of Transport that before the end of the financial year work will have started on four major road-building projects. These are the London-Birmingham motorway, the St. Albans by-pass, the Ross spur, between Tewkesbury and Ross-on-Wye, and the Maidstone by-pass which will eventually become part of the highway to the Channel ports. Total expenditure on these road works is estimated to be over £32,000,000.

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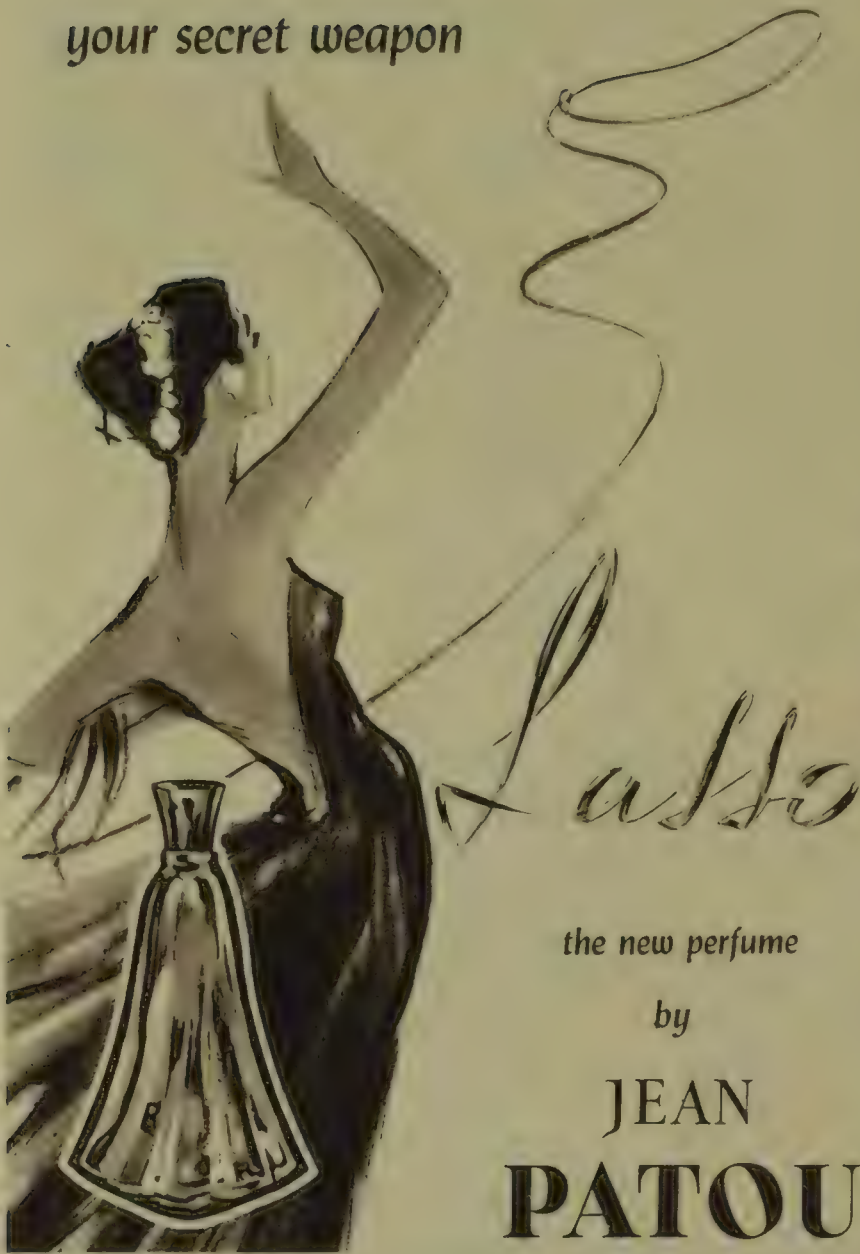
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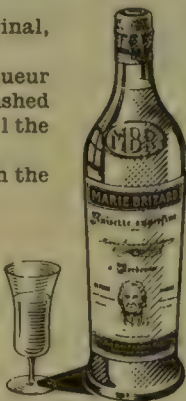
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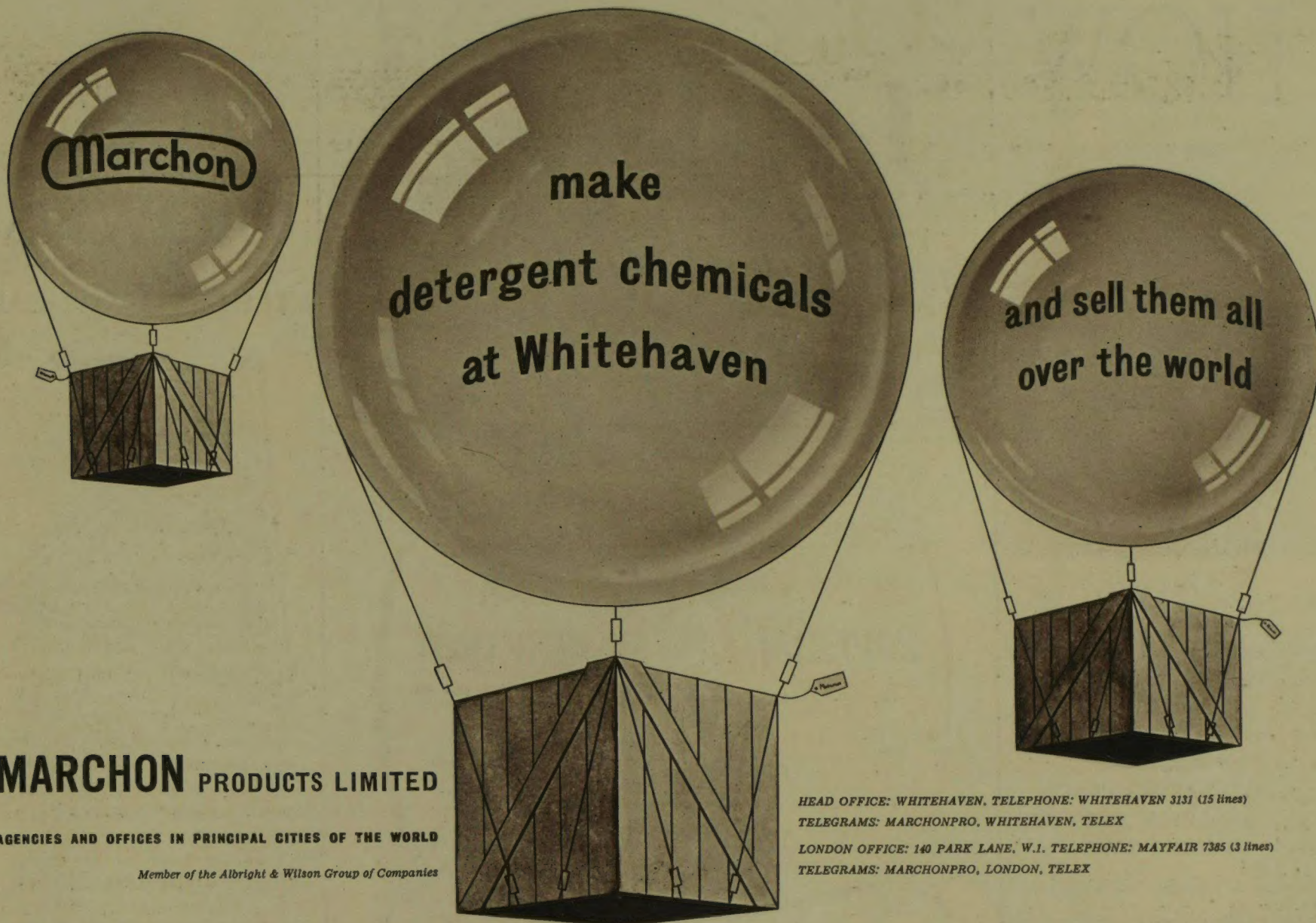

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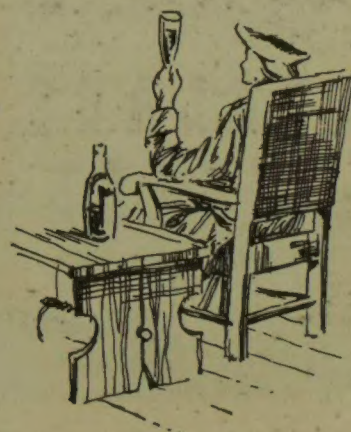


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